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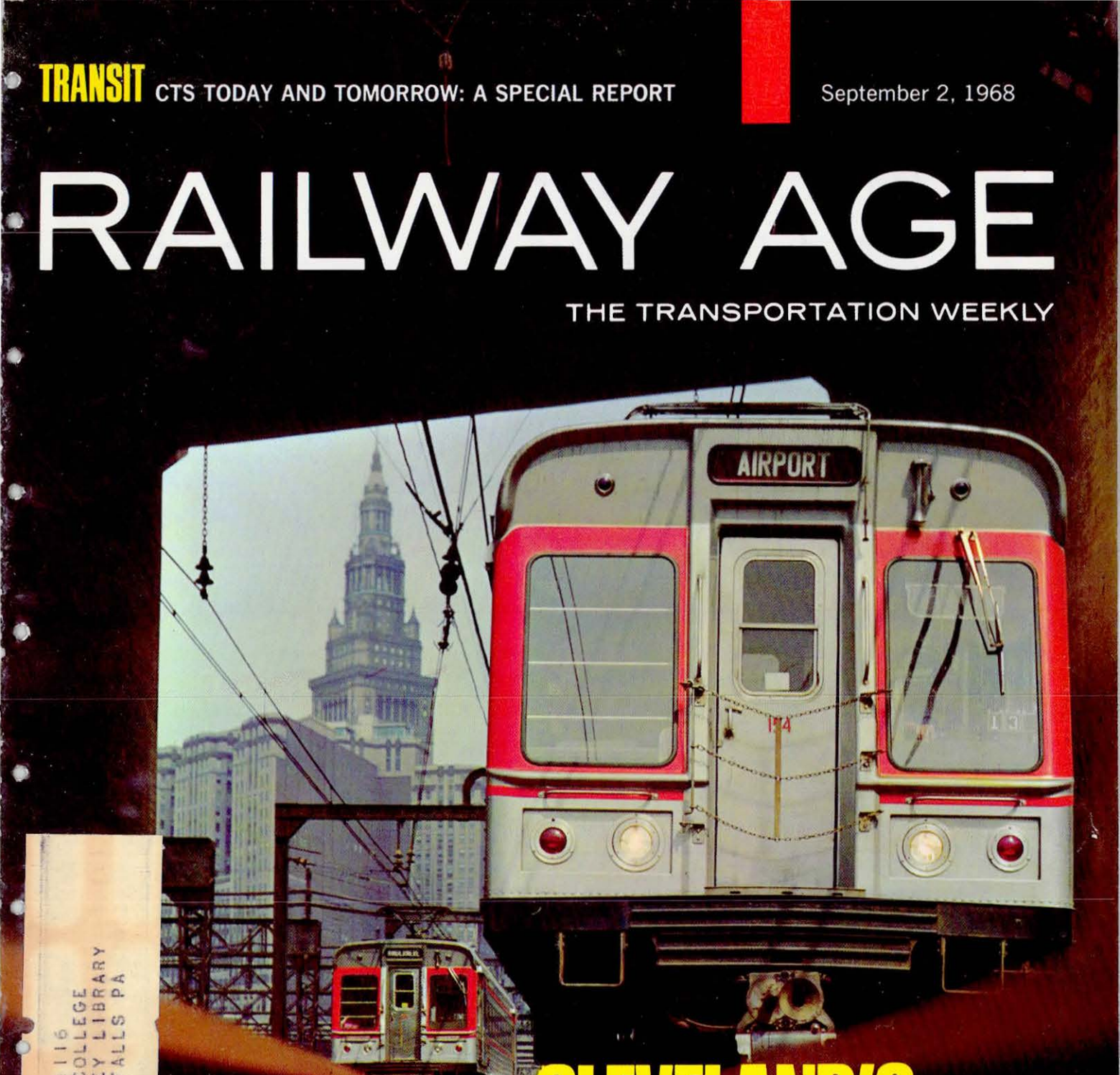
September 2, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY



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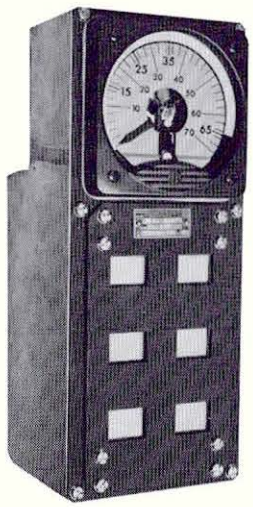

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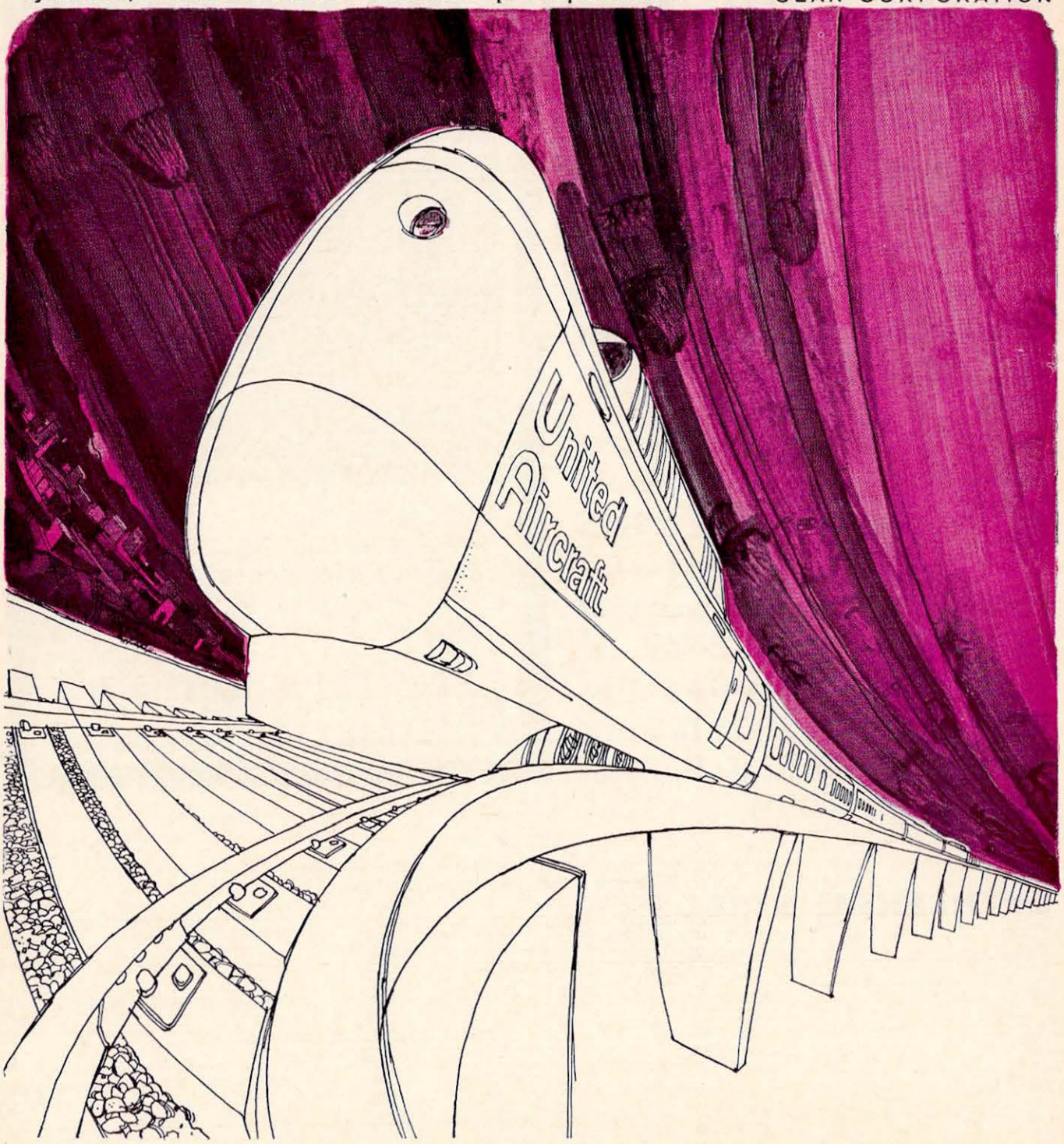

RAILWAY AGE

Sept. 2, 1968 • Vol. 165, No. 9

THIS WEEK

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Rapid transit will solve some jet-age transport problems.

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The city is working hard to become the nation's transit center.

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. . . AND COMING NEXT WEEK

You can't run a first-class railroad with second-class track. Two railroads that have learned this lesson are the Erie Lackawanna and the Katy. What they're doing about it will be described fully (in articles by Engineering Editor Merwin Dick and Western Editor Frank Malone) in the September 9 issue of Railway Age.

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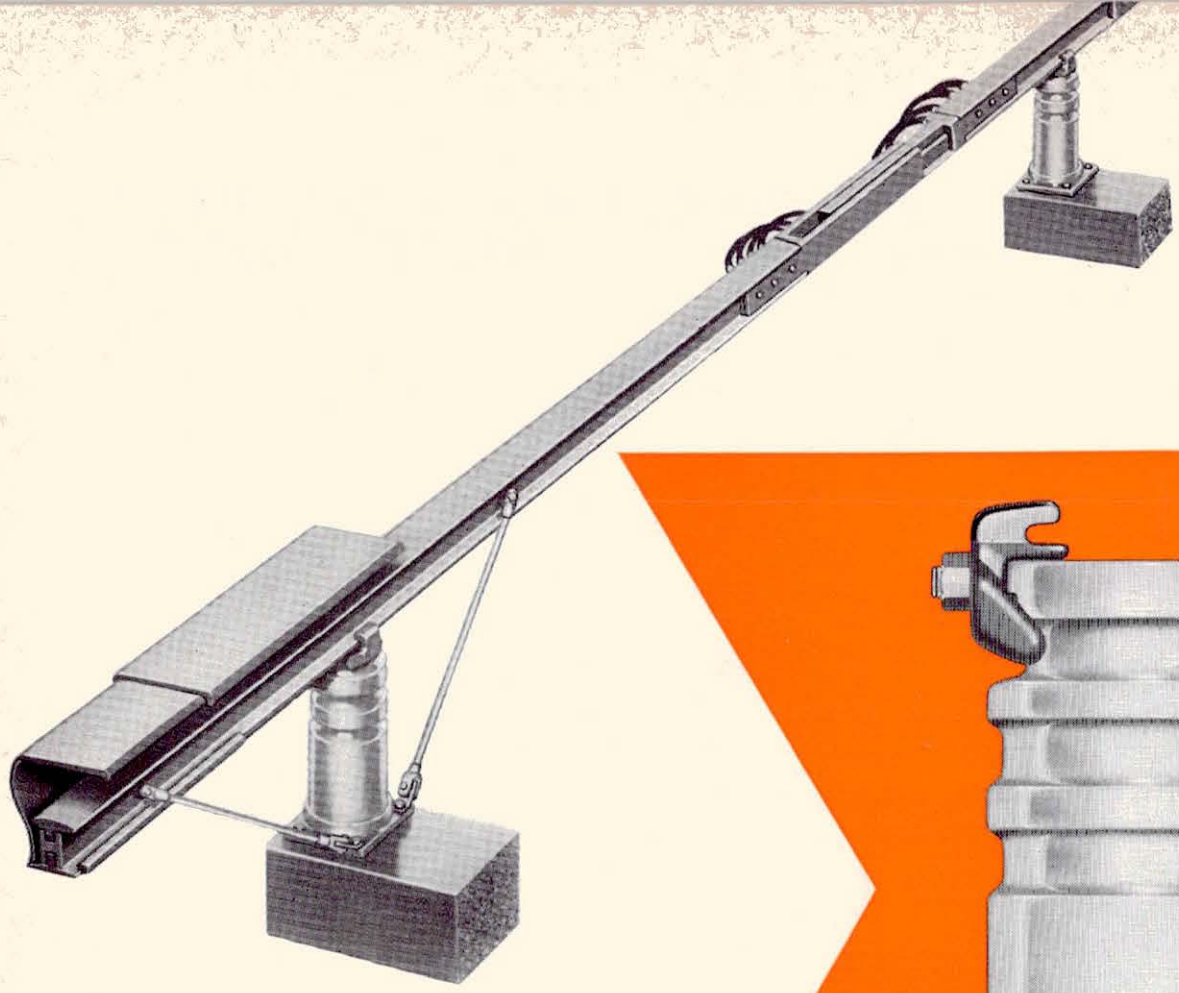

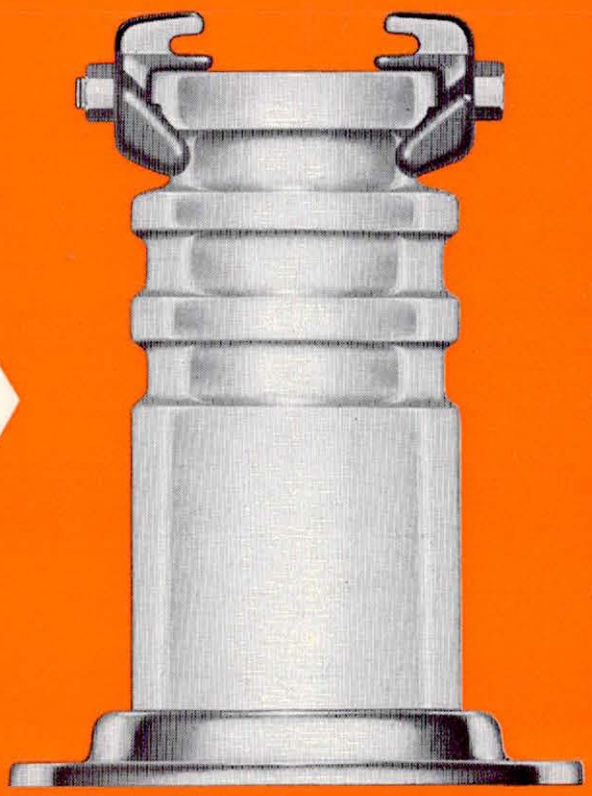

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New simplified design reduces premium on O-B high-quality, wet-ware porcelain insulators

High-quality, wet-ware porcelain third-rail insulators offer the best way to support and isolate your contact rail. They're impervious to moisture, resistant to contamination, and mechanically strong. Now, O-B has reduced the premium for wet-ware porcelain units to the point where it is more than justified by the reduced quantity required and almost complete elimination of replacement.

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SHORT AND SIGNIFICANT

Northwest talks merger with Swift

Northwest Industries, Inc., and Swift & Co. have announced that their managements are engaged in preliminary discussions on merger. Robert W. Reneker, Swift president, and Ben W. Heineman, Northwest president, said the announcement was made "in order to insure conformity with new guidelines issued by the New York Stock Exchange covering timely disclosure of major corporate developments including mergers and acquisitions." No discussion of terms has taken place and no agreement of any kind has been reached.

An upturn for journal performance?

After racking up the poorest industry-wide freight-car journal performance in over two years in January of this year, North American railroads did produce an upturn of sorts during February. Latest figures prepared by the AAR Mechanical Division showed 1,585,971 car miles per hotbox setoff in February 1968, compared with 1,656,958 in February 1967 and 1,449,124 in February 1966. The January 1968 mileage had been below those of corresponding months in both 1967 and 1966. Top performers in February 1968 were the Central of Georgia and Texas & Pacific, each with over 4.7 million car miles per setoff.

Deadline extended for exhibits at Pan Am Congress

Suppliers desiring to enter exhibits in the International Railway Equipment Exposition to be held at Buenos Aires starting Nov. 12 now have until Sept. 15 to apply for space. This represents a two-week extension from the original deadline of Aug. 31. The exposition will be held in connection with the XII Pan American Railway Congress.

New York may borrow an idea from Leningrad

William J. Ronan, chairman of New York's Metropolitan Transportation Authority, disclosed last week that MTA is considering building new subway stations on a pattern pioneered in Leningrad. The Leningrad idea, which has been inspected by numerous delegations of transit experts (including the 1968 Railway Age Rail-Transit Seminar Tour), involves station platforms which are walled off from the tracks, with doors that open automatically when a train pulls in, at the precise point where the train doors open. Ronan is attracted by this concept because it would permit the air conditioning of stations and platforms without having to air-condition the tunnels as well.

Truck tonnage rises; index is up 2 points

Intercity truck tonnage in the week ended Aug. 17 was 2.1% above that of the previous week, and 2.0% above volume in the corresponding week of 1967, according to American Trucking Associations. The weekly index of truck tonnage for the week ended Aug. 17 (using the 1957-1959 average as 100) was 123, compared with 121 for the corresponding week last year.

Soo earnings up sharply from last year

Soo Line had net income of $45,976 on gross railway revenues of $7.3 million in July, compared with a loss of $493,889 on a gross of $6.7 million in July 1967, President Leonard H. Murray announced last week. For the first seven months of this year, Soo had net earnings of $3,959,000. In 1967 the railroad reported a deficit of $348,522 for the corresponding period.

U.S. Freight posts record income—again

United States Freight Co. has posted its 33rd consecutive record quarter, with income before taxes up 19% —$6,232,220 in the '68 quarter compared with $5,224,009 in the corresponding 1967 period. Net income after taxes, including the new 10% surtax, amounted to 55 cents per share for the 1968 quarter compared with 52 cents per share last year.

MONDAY MORNING REPORT

THE MAILBAG: A MIXED BAG

As many publishers and editors have long known, the mailbag can be a pretty poor barometer of reader-feeling. Unless a publication actively solicits favorable comment—and this practice is not unknown—the mail tends to be weighted toward the custom of the times: Passive acceptance of what's liked, loud protest against what's disliked. Railroads, among other businesses, share the problem. That's why it's much worth noting—in more ways than one—when railroads get mail such as four of them recently did, as copies of a letter sent to ICC Chairman Paul J. Tierney on behalf of the Enid, Okla., Board of Trade.

ENID LIKED RAIL PERFORMANCE—AND SAYS SO

Joel O. Kocher, general manager of the Enid BofT, took the time to write. His message was a simple one: In general, he said, the 1968 wheat harvest—second-largest on record for Oklahoma—was handled "with less problems and with greater efficiency than we had expected. Good cooperation and a good job was done by all." Railroads which shared the praise were Rock Island, Santa Fe, Frisco and Katy.

EQUIPMENT AND SERVICE: A GOOD JOB ALL-AROUND

Kocher made a couple of key points. In 1965, the record year for wheat, 14,000 cars carrying 29.1 million bushels of grain were unloaded in the Enid market. This year, 29.7 million bushels of wheat were brought in—and the railroads did the job with 10,500 carloads. Higher-capacity equipment and faster equipment-turnaround made the difference. And Kocher made this additional observation: "When a terminal elevator has to unload a box car by . . . hand shovels, the cost of unloading a 200,000-pound hopper car is less than the cost of unloading a 90,000-pound box car. And the reduction in unloading cost per bushel is dramatic."

SERVICE SUCCESS, COMPETITIVE SUCCESS, IMAGE SUCCESS

So harvest-time in Oklahoma was a customer-service success. It was also a competitive success: Truck-grain receipts in Enid were lower than in '65, lower than in any recent year. Finally, railroad performance represented an image success, externally and internally. As one veteran of the image-wars put it, railroads often get bum-rapped, and rapped sometimes for cause: "This is refreshing, to get a collective pat on the back from an outfit like the Enid Board of Trade."

Philadelphia Commuters Gain 20 More Stainless Steel Cars

South Eastern Pennsylvania Transportation Authority had added 20 new nickel stainless steel commuter cars in a continuing modernization of the Philadelphia area rapid transit system. These cars, designed and built by St. Louis Car division of General Steel Industries, Inc., are lightweight design to permit operation in the 85mph range...with lower power requirements.

They're nickel stainless steel for strength, durability, low maintenance...and to attract more riders to the transit system.

What's more, they're safe. Nickel stainless steel combines high strength with good ductility. Passengers are better protected.

For more information, write for our brochure, "Nickel Stainless Steel...The Modern Material for Modern Transit". The International Nickel Co., Inc. 67 Wall Street, New York, N.Y. 10005.

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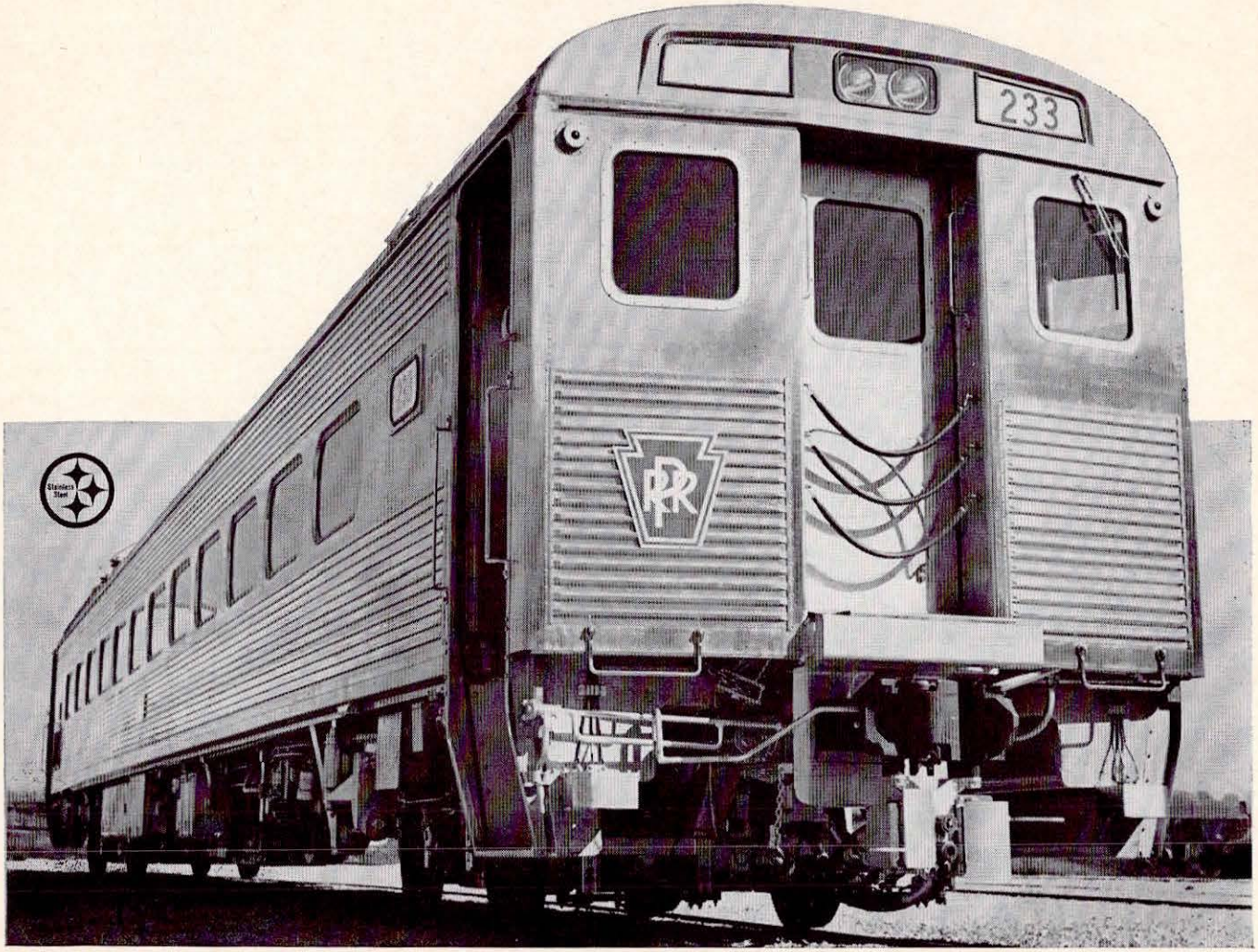
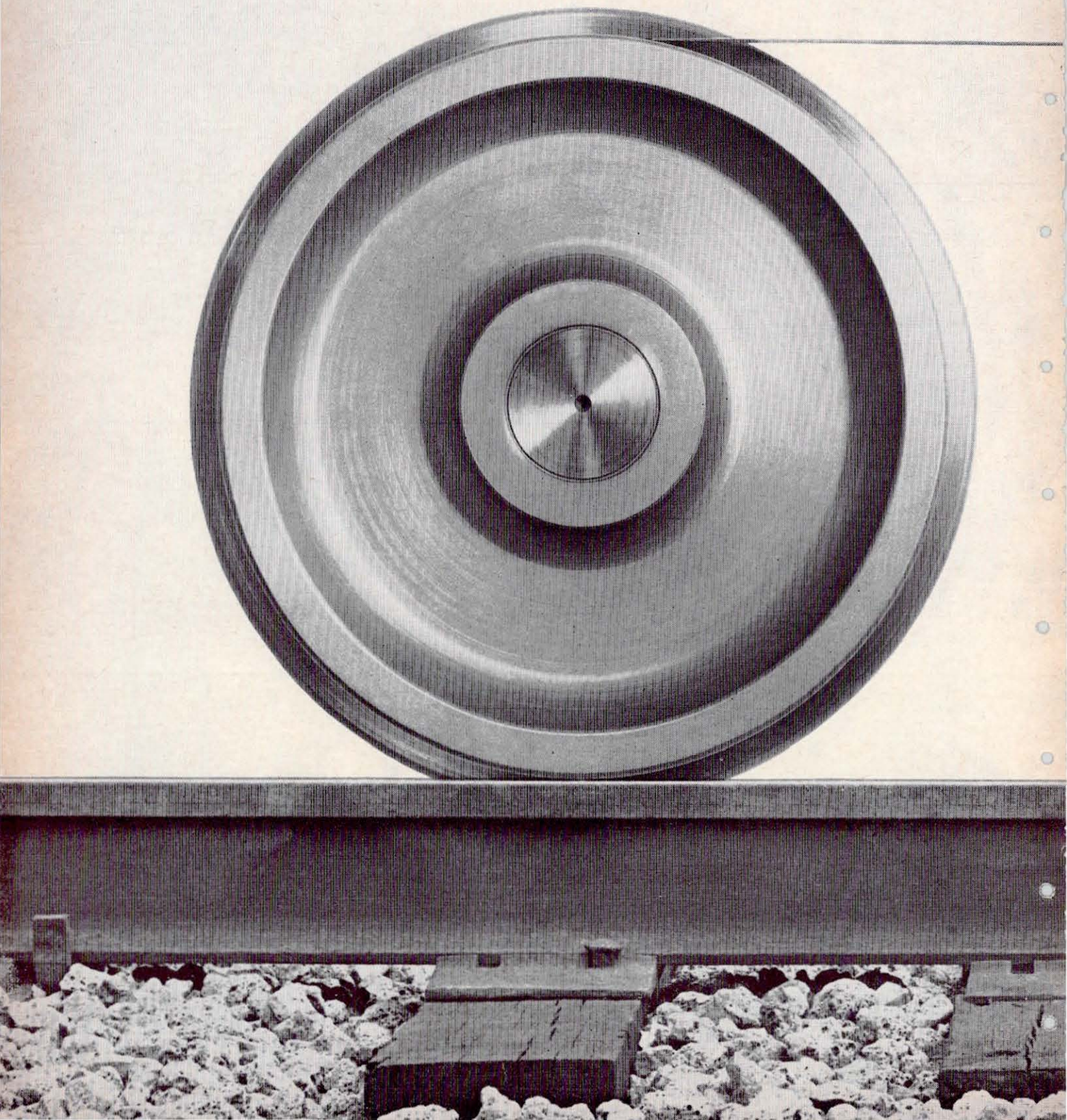


Westinghouse ran Boston's rapid transit trains through the computer... and came out with major savings in cost, power and weight.



The Massachusetts Bay Transportation Authority has purchased rapid transit cars for its new 9.5-mile South Shore Line to specifications established with the help of Westinghouse Train Simulation computer program.

The studies covered interconnecting lines as well as the new line. We assisted MBTA in reducing car weight, size of the propulsion system, power consumption and maintenance costs, with a minor change in requirements. Total savings in cost, power, weight and maintenance come to millions of dollars during the life of the fleet. Pullman-Standard will supply 76 high-speed cars with Westinghouse Tracpak propulsion drives, controls and auxiliary power systems.

When you're planning a rapid transit system, let Westinghouse engineers supply the facts you need for a decision on optimum equipment specifications. We offer a full range of medium- and high-performance Tracpak propulsion units, auxiliary equipment and controls.

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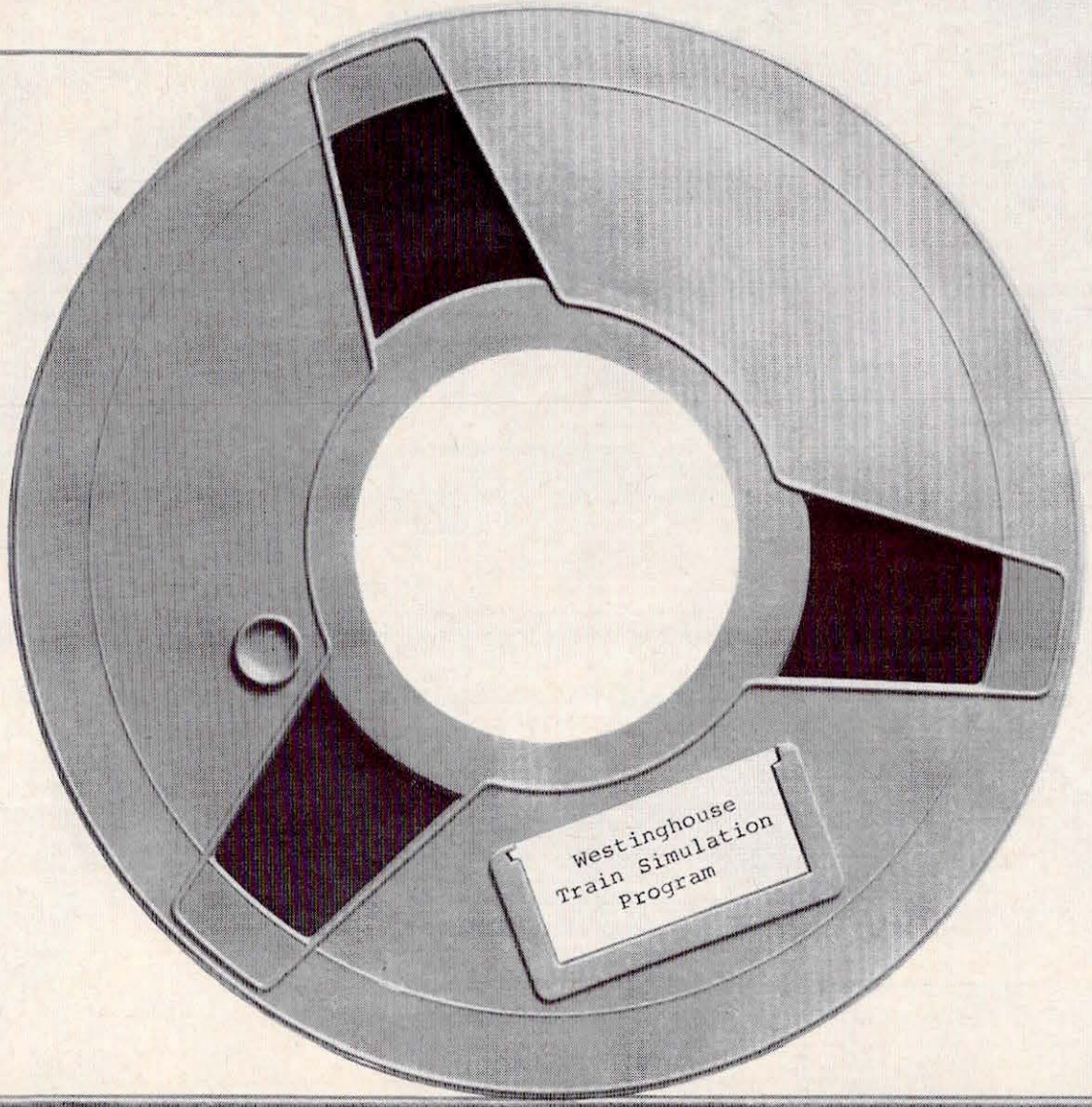

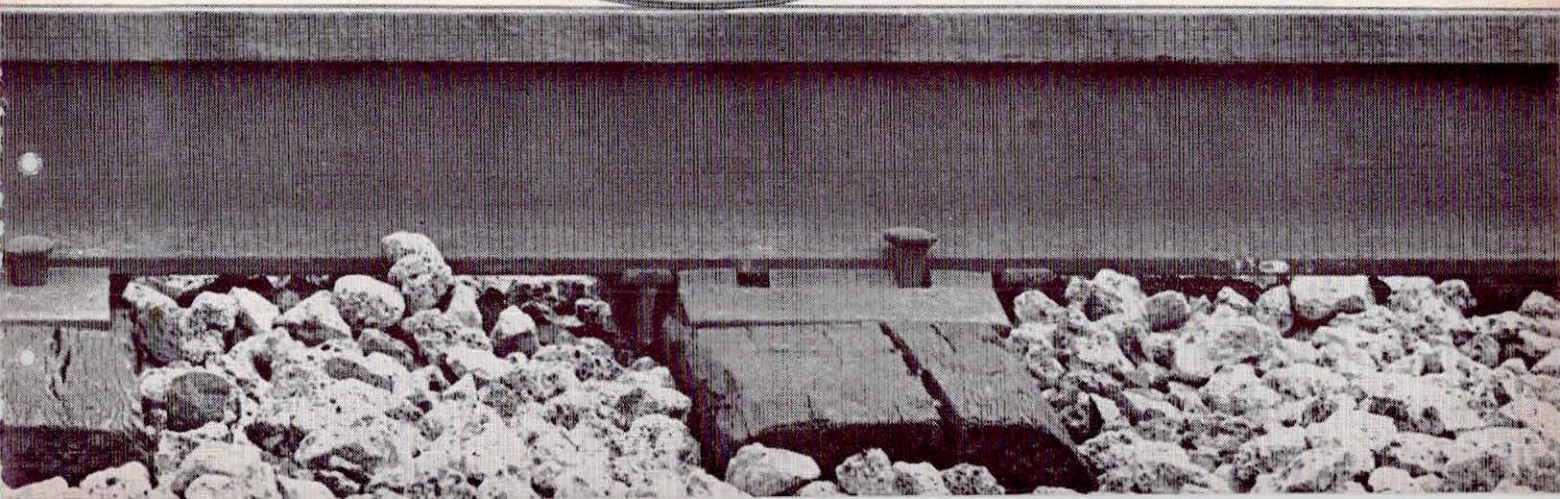

RAILWAY AGE
THE TRANSPORTATION WEEKLY

September 2, 1968

WEEK AT A GLANCE

New-car orders outpace 1967 by nearly 2,000

Orders for 27,999 new freight cars were placed by Class I railroads and private car lines during the first seven months of 1968, compared with 26,018 during the corresponding 1967 period. If the trend continues, total orders for 1968 are expected to be in the neighborhood of 60,000—compared with 54,189 actually ordered in 1968. The backlog of cars on order and undelivered continues to shrink, however. It was 23,547 on Aug. 1 of this year—compared with 23,917 on July 1 and 39,801 on Aug. 1, 1967. Railroads are again retiring more freight cars than they are adding to their fleets, in absolute numbers, following a brief period during which the ratio was reversed. During the 12 months ended July 31, 61,499 new cars were installed by Class I carriers and 87,991 were retired. During the corresponding 1967 period, installations totaled 82,399 and retirement 72,552. The total serviceable car fleet was 1,393,000 on Aug. 1 of this year, and 1,415,035 on Aug. 1 a year ago.

PC case reopens on court call for NH inclusion

The ICC has reopened the Penn Central merger case in response to a court call for prompt inclusion of the New Haven in the PC system. The call came from the U.S. District Court for the District of Connecticut. The Commission also had before it a petition of NH trustees asking that the inclusion be accomplished by next Jan. 1.

The reopened proceedings have been assigned to Examiner H. J. Blond, and a prehearing conference is scheduled for Sept. 10 in Washington. Those appearing at the conference will have until Sept. 23 to submit evidence. Due dates for rebuttal statements for cross-examinations are Sept. 30 and Oct. 3.

Second quarter net income up from last year

The recent freight-rate hike, steel inventory build-up and related traffic gains helped boost second quarter net income for the railroads 21% over the corresponding period last year. But, points out the AAR, the $174 million the 77 Class I roads netted for the April-May-June period was still 33% below the net recorded in those months in 1966. "Failure to regain the earnings level of 1966 reflects the continuing impact of the inflationary spiral on railroad costs and earnings," the AAR added.

The net income for the railroads for the first six months of this year was up a disappointing 7%—from $265 million in 1967 to $284 million. This year's first half figure is down 34% from the six-month net in 1966.

Net railway operating income—earnings from rail operations, before adding outside income and deducting interest and other fixed charges—was $355 million for the first six months of 1968, compared with $325 million in the first half last year. Except for 1967, this year's six-month earnings are the lowest in six years.

The railroads' total investment of $27.7 billion in transportation properties gave them a rate of return of 2.55% for the 12 months ended June 30, 1968 —down from 3.16% in 1967 and 4.01% in 1966.

Nineteen railroads of the 77 in the Class I group had deficits in the first half. Those failing to record a profit included 14 roads in the Eastern District, one in the Southern, and four in the Western District.

FINANCIAL PERFORMANCE—U.S. CLASS I RAILROADS

First Six Months 1968

		Percent Increase Over 1967 Period
Operating revenues	$5,366,764,042	3.8
Operating expenses	4,210,712,310	2.7
Tax accruals	484,332,518	3.5
Rents (net debit)	316,292,805	13.8
Net railway operating income	355,426,409	9.4
Rate of return*	2.55	—
Net income (preliminary)		
United States	284,000,000	7.1
Eastern District	42,000,000	D 11.0
Southern District	65,000,000	1.2
Western District	177,000,000	15.1

D-Decrease *Rate of return for 12 months ended June 30.

Gross TM rate underlies IC's new "rent" plan

A gross charge of 1.175 mills per ton-mile for the total weight of a train without power and caboose underlies Illinois Central's second Rent-A-Train plan, announced last week. The rate for the original plan is 1.5 mills per ton-mile for the commodity alone.

A second important change is extension of the rental concept to cover export soybean and oil moving from Illinois points to Gulf ports. The first plan includes just export corn, wheat and oats.

The gross TM rate "will allow shippers to get even better utilization of equipment—if they choose to go after the benefits they can realize through the use of lightweight equipment," says John W. Ingram, IC assistant vice president-marketing.

Archer-Daniels-Midland Co. already has endorsed the plan. "We recognize the innovation that the gross ton-mile rate represents. It adds incentive for the shipper to further enhance equipment utilization. Lower transportation costs on export soybean and oil will reduce the advantage overseas processors now have on meal and oil and the advantage of competitive oilseeds sold in world markets. Every additional ton of soybean meal and oil that can be competitively placed in world markets will improve the U. S. balance of payments position," says R. E. Fiedler, ADM vice president.

The basic rental charge remains $1 million for an 86-car train, or $700,000 if the shipper provides the cars. Approval for the second plan is expected from three territorial freight associations by early 1969. The original Rent-A-Train plan will be used for the movement of this year's Illinois export grain to the Gulf. It will remain available along with the new plan to provide flexibility for the shipper in the use of equipment. The Department of Transportation called the original plan the "boldest step yet made" to stimulate the economy of inland agricultural regions.

GUS WELTY

LINES ON LABOR

THE CURIOUS WORLD of labor-management relations sometimes merits a once-over-lightly look—a kind of "here it is, what more can you say?" approach. Some choice items:

FIRST, A FOOTNOTE to a recent column chronicling the difficulties of black Chicago Transit Authority bus drivers in securing representation in their union's hierarchy. With a number of officer-vacancies to fill, the mostly-white leadership decided to recognize the dissidents by appointing some of them to union office. The dissidents—perhaps fearing that they would be flung back out of office at the next election, in which mostly-white pensioners would also be voting—said they preferred to get into office via the ballot. They continued to argue that the retirees shouldn't be permitted to vote. Union leadership went ahead with its original plan, giving the dissidents three offices (including second vice president) and four spots on the executive board. The dissidents then staged their second wildcat in two months.

ARGUMENTS ABOUT SAFETY seem to lend themselves to fractured logic. The Brotherhood of Locomotive Firemen & Enginemen has never been able to make stick its charge that the presence of a fireman in the cab is essential to safety. But the BLF&E, with its new fireman-on fight now shaping up, keeps right on trying. Top headline in a recent issue of the union publication trumpeted that "Removal of Firemen Chief Cause of Rail Accident Increase According to Recent Government Figures." The story which followed didn't quite bear out the promise of the head. It compared 1963 and 1968 train-accident statistics, and it wound up not with the positive statement of the headline but with a negative: Said BLF&E President H. E. Gilbert, "I can think of no other factor [besides removal of the fireman] which has changed since 1963. I have yet to hear of any other explanation either from the federal government or from railroad management."

FINALLY, a recent order of the ICC, Review Board No. 5, has come to light. It's not exactly a landmark case, but it shows how people stay busy. Burlington filed an abandonment petition and the Railway Labor Executives' Association protested because of alleged "adverse effect upon the employees." Burlington got the OK to abandon, subject to imposition of appropriate employee-protection conditions. Oh, yes: The line in question runs 3.33 miles between Skidmore and Bilbey Switch, Mo. It has generated little traffic in the past and, the ICC found, future prospects are not good. Anything else? One thing: The line in question is and has been out of service because of a washout—since April 1965.

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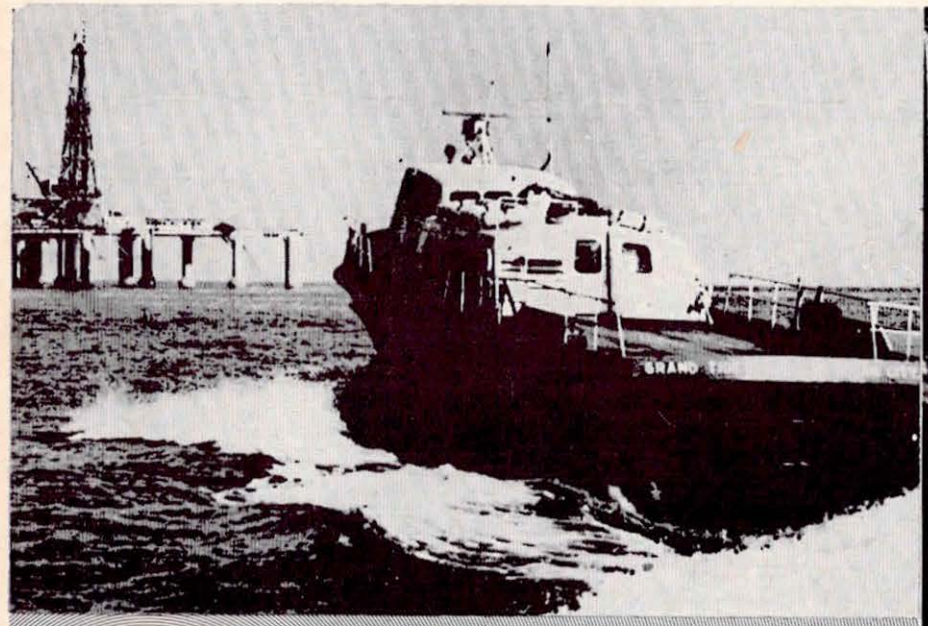

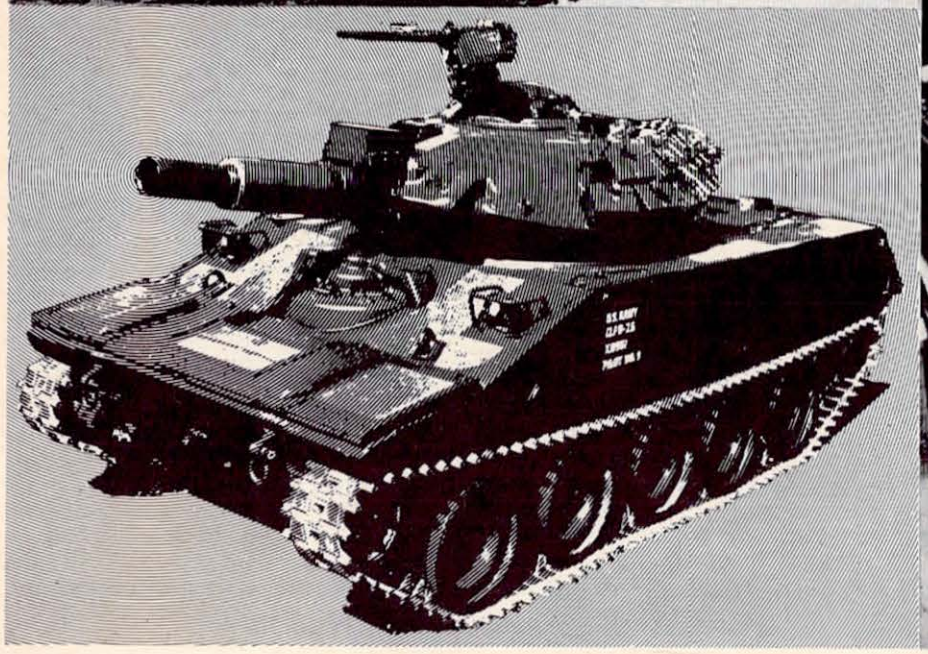

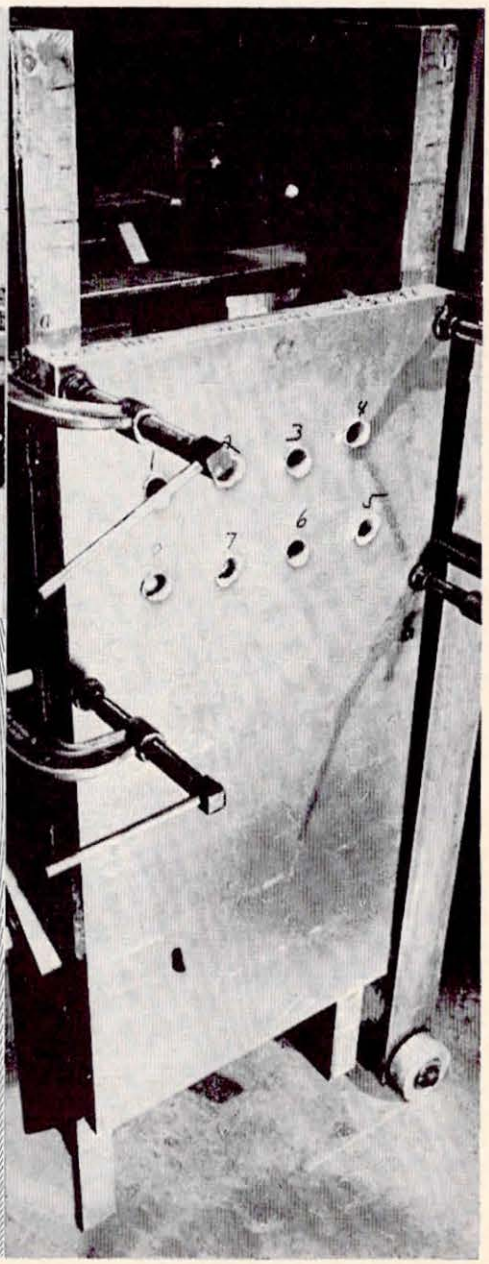

modern army move faster, travel farther. This same lightweight advantage means a faster, more efficient transit system. Less wear on brakes and engine parts. Less power requirement, too.

Aluminum is the designer's metal. Design a transit car with aluminum, and the added glamor will pay off in new passengers. Handsome Alcoa Aluminum in natural brushed, baked-acrylic, porcelain-enamel, laminated-vinyl, clear-beaded and anodized finishes is available off the shelf for your designs. Plus structural extrusions, patterned sheet, paneling, forgings, castings, trim and tread plate – beauties, all.

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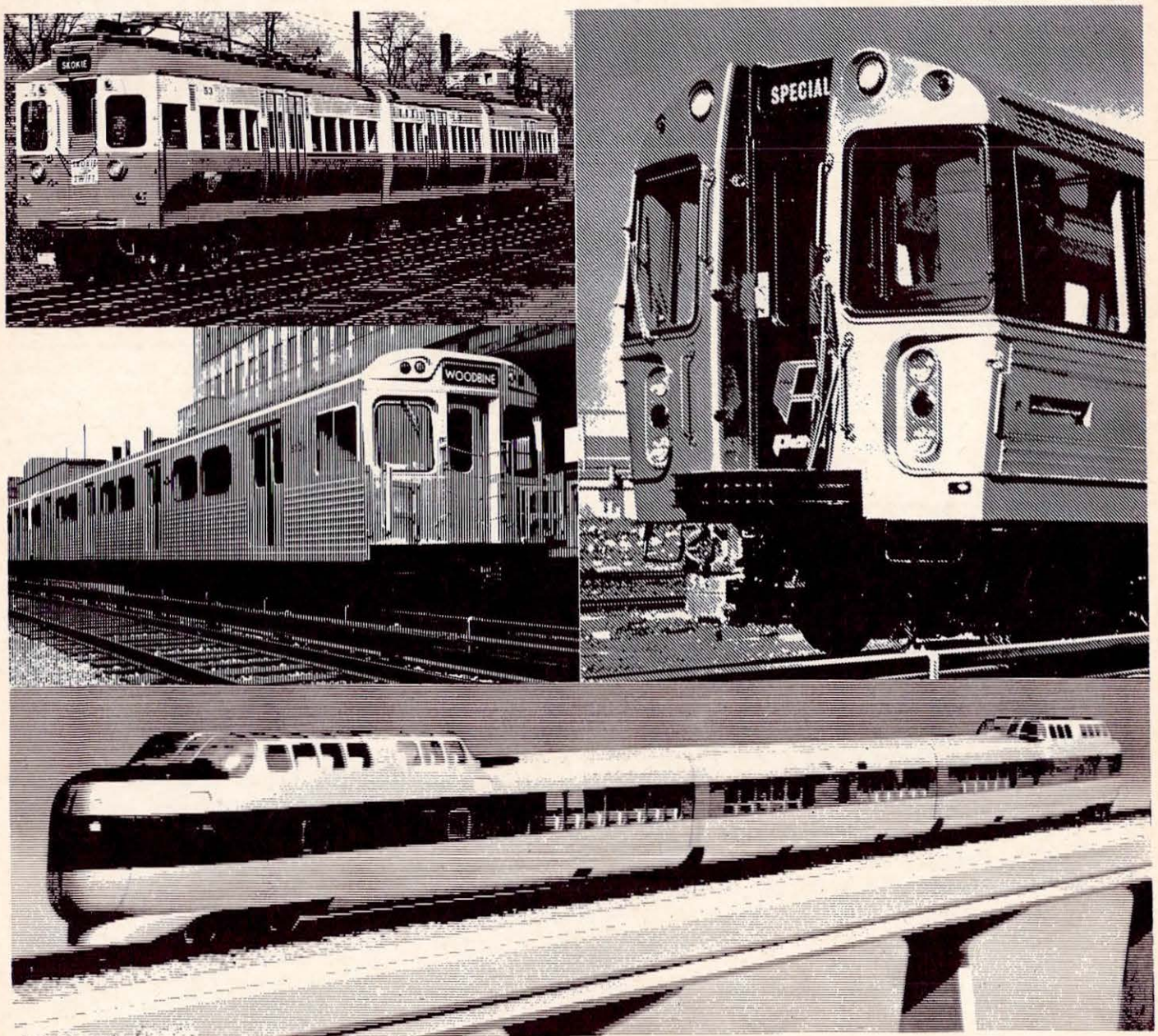


Circle 8 on coupon page 30

WALTER TAFT

WATCHING WASHINGTON

AIR LINES STILL GAIN IN TRAVEL MARKET—Latest I C C figures point up how the air lines alone seem to be regularly improving their position in the intercity travel market. The figures, for 1967, show that the domestic air carriers then produced 8.55% of the intercity passenger-miles while the railroads were producing 1.5%. The air-line share was up from 1966's 7.14% while the railroad share was down from 1.78%.

AUTOS SLIPPED—The private automobile, of course, produces most of the intercity passenger-miles. But its share fell off a bit in 1967—to 87.18%, from 1966's 88.19%. For-hire motor carriers of passengers experienced like slippage, their 1967 share having been 2.44% compared with 1966's 2.53%. The share of carriers on inland waterways was also down—from 0.35% to 0.33%.

RAILS, WATER LINES LOST BUSINESS—Total intercity passenger-miles increased in 1967 to 1,021 billion, up 5.11% from the 971 billion reported for 1966. Railroads and water carriers not only failed to get any of this new business; they failed to keep as much as they had in the previous year. The railroad total was down 11.14%—from 17.3 billion to 15.3 billion. The water-carrier total was off 2.64%—from 3.45 billion to 3.36 billion.

AIR TRAVEL UP 25.79%—Meanwhile, the air lines' business went up 25.79%—from 69.4 billion passenger-miles to 87.2 billion. The increase in the private-automobile total was less than one-sixth as great—3.83%, from 856.4 billion to 889.8 billion. For-hire motor carriers in 1967 produced 24.9 billion passenger-miles—up 1.28%.

LOSERS IN FREIGHT MARKET, TOO—Railroads and domestic water carriers were also losers in the 1967 freight-service market—both absolutely and relatively. The rail share of the intercity ton-miles, including mail and express, was down to 41.61%, from 42.97%. The total of railroad ton-miles was down 2.6%. Water carrier business fell off 2.33% while the water-carrier share was down to 15.59%, from 16.05%. Air lines increased their freight business 15.1% while motor-carrier ton-miles were up 2%. The air-line and motor-carrier shares increased slightly—from 0.13% to 0.15%, and from 21.8% to 22.11%, respectively. Traffic of the oil pipe lines increased 8.45%, and their share of the total rose from 19.05% to 20.54%.

Rail profits in future called good

The earnings outlook for the U.S. railroad industry for this year is a cloudy forecast—but the future looks bright and clear, according to a leading New York financial house.

Goodbody & Co. has just published a financial survey entitled "The Railroad Industry—Broadening its Horizons," in which it looks at the industry and at some of the major roads in particular.

The long-term outlook, says Goodbody, appears favorable because "the industry should benefit from population increases and the concurrent growth in the economy, which in turn should lead to increased revenues and earnings. Significant also has been the installation of more aggressive managements which have strengthened the competitive position of the industry and have given impetus to the diversification movement."

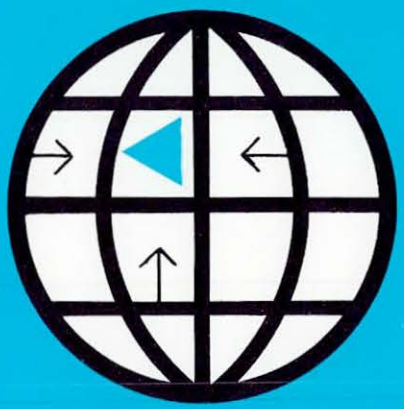
● **'68 not so certain.** The earnings outlook for the second half of this year "is somewhat clouded" says the financial house. It sees a decline in steel shipments while stockpiles collected because of the strike threat are used up, and a possible slowdown in economic activity because of the 10% federal surtax.

"However, the direct effects of the surtax on the income accounts of most railroads will be small because of their relatively low effective tax rates. Taking into account also the higher level of freight rates, second-half 1968 profits could approximate those of last year. For the full year, we believe the earnings of Class I railroads will be moderately above the $555 million reported for 1967," Goodbody added. The belief is that "This year could make the beginning of another growth phase for the industry."

● **Long-range look.** Population growth will mean greater demands for transportation, the financial people point out, citing a Department of Transportation forecast that rail ton-miles in 1975 would be 44% ahead of those of last year.

"The benefits to individual railroads from the increased level of traffic will be substantial, because the merger movement will result in fewer—and stronger—railroad companies to share the available business."

Goodbody believes the railroads will experience important gains in earnings in the future, adding that the "setback in railroad earnings, which continued into this year, seems about ready to end." ■



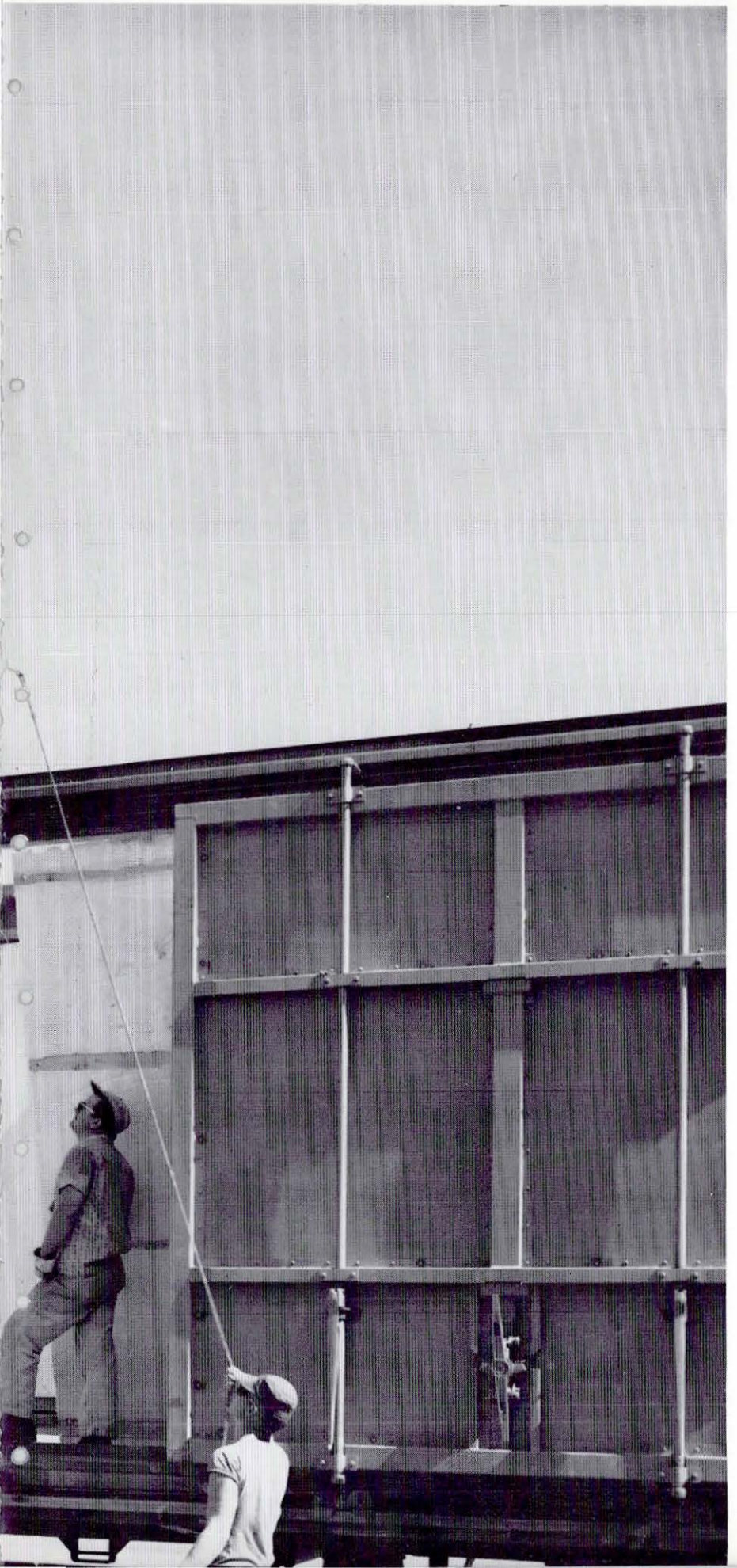
FOURTH INTERNATIONAL CONFERENCE ON URBAN TRANSPORTATION

MARCH 10, 11 AND 12, 1969

PITTSBURGH HILTON, PITTSBURGH, PENNSYLVANIA

"Mobile homes"

for the new railway age



Actually, not many mobile homes for people are so well insulated as a railroad's new "mobile homes" for fruit, vegetables, meat.

They're part of a revolution in box car design that is bringing new cradling and cushioning, new fast-in, fast-out handling to freight.

Everywhere you look you see signs of a new railway age . . .

New unit trains carry vast shiploads of coal or grain—where no ship can travel.

New manpower efficiency: a train of new triple deck auto rack cars can carry 2,000 automobiles out of Detroit—with one "driver" at the controls up front.

New piggybacking enables truck trailers to by-pass the highway mess and whiz along on flat cars.

New sensory devices, controls, signalling, communication and computerization—these are fast giving a railroad a central nervous system to match its own complexity and potentially fantastic efficiency.

New locomotives have high volumetric efficiency. For each cubic inch of displacement, there is only about half as much opportunity for cylinder wall friction in a giant railroad diesel as in a typical truck engine.

New equipment, new techniques, new ideas are constantly bubbling up—and where they surface first is in RAILWAY AGE, the transportation weekly.

This is where people look for better ways to get things done. What a place to tell *your* story!

Be part of the weekly excitement in

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AIRPORT
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When you fly from Cleveland this year, your flight will begin downtown, the moment you board Pullman-Standard's sleek new stainless steel transit cars. At 55 miles an hour, you'll arrive at Cleveland Hopkins Airport in just 22 minutes. It's another first for Cleveland's fast thinking transit experts, and we're happy to share it. But we'll be happy to share it with you, too. If you want a rapid answer to your mass transit problems, come fly with us.

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TRANSIT ROUNDUP

MORE DELAYS FOR BART?— The California legislature ended its present session without having acted on several proposals to assist Bay Area Rapid Transit with more money.

BART officials estimate that another $144 million is needed to complete and equip the 75-mile system. A number of bills were presented to the lawmakers in Sacramento for various taxes that would make up the needed sum. The state assembly passed one bill to do that, but the state senate postponed any action.

The legislature does not convene again until January, but Governor Ronald Reagan let it be known that a special session could take up a bill to aid BART in the interim, provided the 17-man legislative delegation from the Bay Area agrees beforehand on a method of financing. That agreement among lawmakers is what has been lacking—some proposed in-lieu (motor vehicle registration) taxes, others sales taxes. The "special call" session would begin Sept. 9.

Mayor Alioto of San Francisco singled out "the highway lobby" for throwing up additional stumbling blocks.

Meanwhile, work under existing BART contracts is going forward. Westinghouse Electric, which is supplying the automatic train control equipment, began laying cable, of which there will be 800 miles.

CHICAGO PUTS DOWN MORE RAIL— Track - laying for the Chicago Transit Authority's 10-mile Dan Ryan extension is now under way. To be located mostly in the median strip of the Dan Ryan Expressway, the new line is being laid with continuous-welded rail on concrete crossties. Scheduled completion date is at the end of this year.

The CTA's five-mile extension in the middle of the Kennedy Expressway will soon get its first track laid. Scheduled completion date is June 1, of next year. Main contractor for the two track-and-tie-laying projects is Railway Automated Machinery Co. (RAMCO).

PITTSBURGH SET FOR SKYBUS— The Port Authority of Allegheny County drew up an "early action" development

If airport access is your problem...

General Electric can help...

program that would cost $150 million in its initial stages. These stages call for construction of a nine-mile Transit Expressway using Skybus-type vehicles, plus 19 miles of exclusive rights of way for express busses. First lines might be ready by 1971, with the entire first phase planned for completion by 1973. Westinghouse Electric will get a development contract for the Transit Expressway part.

BALTIMORE THINKS IT OVER— A feasibility report of three years ago recommended a conventional rail rapid transit system for the area. In the past year, local thinking shifted to the point where a Skybus-type vehicle gained preference and was tentatively picked.

Since then, other divisions have shown up in local planning ranks which indicate that a firm decision on vehicle type is still not about to be made. One local official is now planning a European transit tour on his own, to "cross-check" local conclusions.

DETROIT SURVEYS TRANSPORT— As prelude to designing new urban transportation facilities, TALUS (Detroit Regional Transportation and Land Use Study group) published a 300-page inventory of facilities of all modes in the seven-county Detroit area.

Irving J. Rubin, director of TALUS, is known to feel that more mass transport is inevitable in the Detroit area. What is not so clear is the local definition of "balanced transportation."

BOSTON STRETCHES ITS LEGS—AND LINES— Important construction and renovation programs are moving along. The South Shore extension should be completed in 1969, according to officials of the Massachusetts Bay Transportation Authority.

Work on the Haymarket tunnel extension to the north is in high gear, with pre-cast tubes lowered in place. The station modernization program is advancing, too, with the fifth and sixth stations due for completion this month.

WASHINGTON UNVEILS ITS NEW CAR— Design concepts for the Washington Metropolitan Area Transit Authority's future car were worked out some months ago. Now, a full-size mockup incorporating those concepts—air conditioning, bucket seats, wall-to-wall carpeting—has been unveiled to the public in Detroit by the designers, Sundberg-Ferar.

Shown above (l. to r.): Chief designer R. A. Heck, Carl Sundberg, Montgomery Ferar. Next showing: In Washington, to future riders. It's planned to build 811 revenue cars.

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BALANCED TRANSPORTATION KEEPS YOUR CITY GOING PLACES

Modern "Airporter" rapid transit cars, powered by General Electric, will soon be whisking air travelers from downtown Cleveland direct to Hopkins International Airport in about 20 minutes. As the first U.S. city to provide this service, Cleveland is pioneering a balanced approach to the transportation needs of metropolitan areas. High-speed rapid transit systems supplement and enhance other forms of transportation to speed the movement of people in our cities.

For more information write Metropolitan Transportation Development, Bldg. 42–321, General Electric Company, Erie, Pa. 16501.

605-11

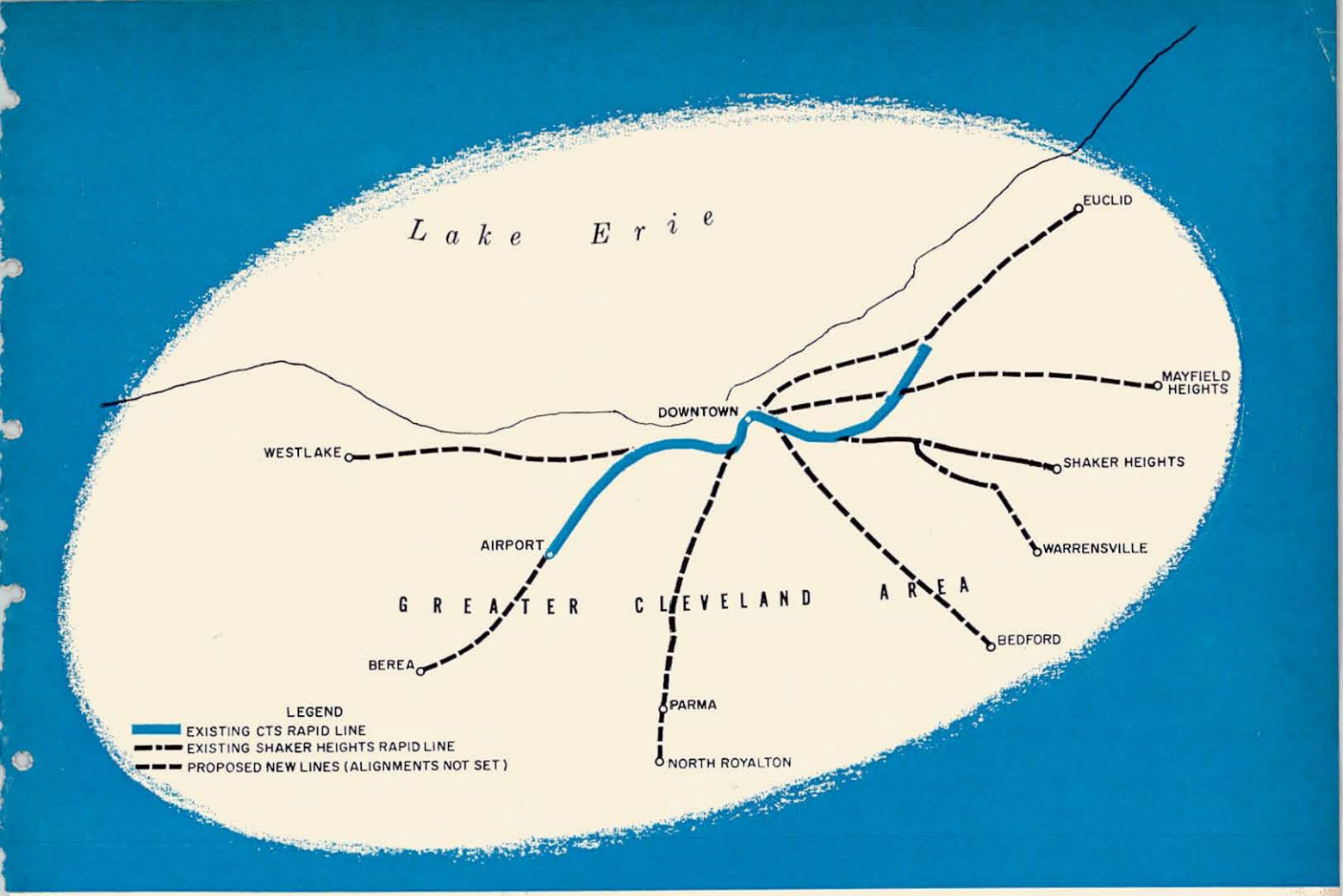
TRANSPORTATION SYSTEMS DIVISION

GENERAL ELECTRIC

Erie, Pennsylvania

Cleveland's new airport line – and more to come

The four-mile extension of Cleveland Transit System to the Airport opens this month.
Additional new lines are on the drawing board.



ONE NEW LINE—MAYBE MORE

A regional planning agency recommended spending $570 million to build 70 miles of new rapid transit lines by 1990.

By JOE ASHER, Transit Editor

Picture to yourself two or three jumbo jets coming into Cleveland's Hopkins Airport at about the same time. Between 1200 and 1500 people get off their planes, fight for their baggage, fight for taxis, fight to get automobiles out of parking lots, and jam into line on already crowded highways.

Now picture to yourself something else: Instead of jostling for space on the road, a good part of those people go downstairs in the air terminal, get on board a train, put their bags up on luggage racks, and ride in air-conditioned comfort into the center of town.

We know the jumbo jets are coming, so if the second picture is the likely real one, it is thanks to the Cleveland Transit System, whose four-mile airport extension is 99% complete and tentatively scheduled to open this month.

Construction of the 4.5-mile two-tracked airport line began two years ago, and should have been finished last year, but was seriously delayed by strikes against the construction contractors. It was hoped the new line would be ready in time to show delegates to the American Transit Association's annual meeting in Cleveland two weeks from now.

In any event, however, delegates will be able to see the line in the final stages of completion, and see the 20 new stainless steel cars CTS bought from Pullman-Standard for the service.

When revenue service begins, there will be a trip time of 22 minutes from Union Station downtown out to the airport, compared with the one hour schedule (sometimes more) that is normal with airport limousines.

● **'I'm from Missouri'.** Not everyone shares the CTS belief that the $18 million airport line will be a winner. Proposals to set up an air check-in facility at Union Station as a downtown feeder point are "under study" by the airlines —as they have been for a year.

In other words, the airlines are adopting a wait-and-see attitude—much as they have done about expanding airport capacity.

That kind of caution is summed up by George Keck, president of United Airlines, who said some months ago:

"Rapid transit can and will serve to relieve some of the ground traffic pressure on airports, but such an installation requires a substantial source of passenger volumes."

Keck went on to say that such a transit line would be of "doubtful value" if just 25% or fewer of the air passengers were bound to and from downtown.

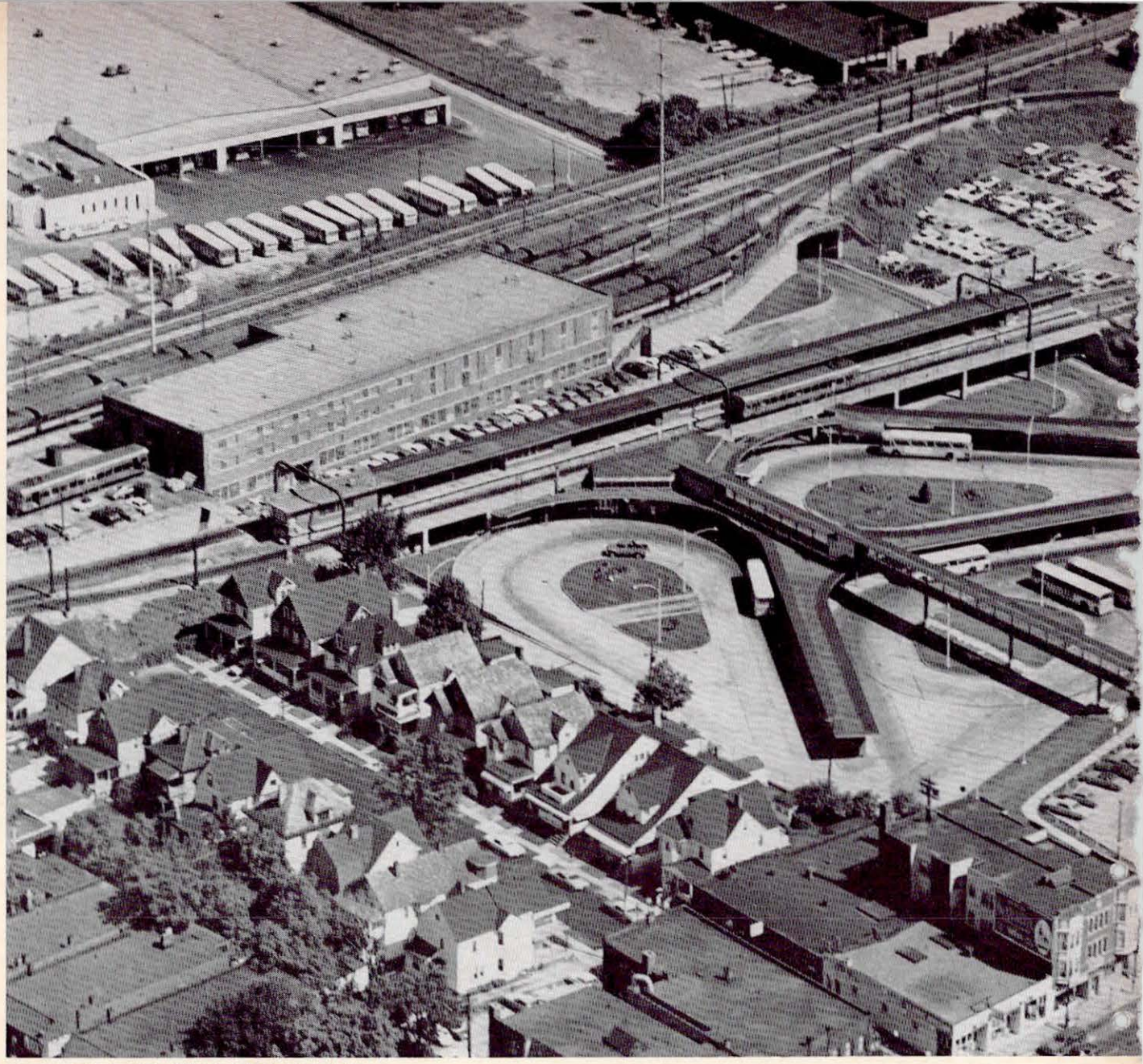
It's an argument often heard among air men. However, they do not raise the same argument of "nobody goes downtown" when they press for downtown S/TOL and V/TOL facilities.

Furthermore, the finding that only 25% or so of air travelers are going downtown may be misleading. A survey conducted by the Cleveland regional office of the Federal Aviation Agency showed that while many people may not have downtown destinations, that does not mean they are not going downtown.

Businessmen make up the preponderance of air travelers, and many businessmen are either on their way to a downtown office building, or check into a downtown hotel prior to visiting a factory or mill on the outskirts of town.

The CTS does not stand to lose if airport bound traffic fails to materialize: The new line has two intermediate stations that promise to be good generators of traffic in any case.

But they are convinced the airport link will work: E. C. Krueger, CTS general manager, believes strongly that when the big planes start landing in large numbers, each of them carrying



'NOBODY WILL RIDE THE RAPID'?

CTS proved the skeptics wrong, with 60,000 riders daily, about 10,500 at peak periods. Park 'n Ride and Kiss 'n Ride, as at Winder

400 or 500 people, touching down within minutes of each other, the highways will become a chaos of congestion, and a downtown air terminal will be a sheer necessity.

• **Other airport-transit plans.** Time is catching up with airlines. The Department of Housing and Urban Development announced a $38,000 grant to New Orleans for study of a rapid transit line to the airport.

The Toronto Transit Commission, with its subsidiary, Gray Coach Lines, began a combination subway-express bus service to the airport. In just the first seven days of service, 3,000 riders were handled.

The Port of New York Authority and Metropolitan Transportation Authority are investigating use of a road/rail vehicle that would use Long Island Rail Road lines out to Kennedy Airport.

• **Regional master plan.** In any case, the Cleveland airport extension is just one part of a master plan for providing rapid transit service through a much greater portion of the metropolitan area.

An inter-governmental planning body, the Cleveland-Seven County Transportation-Land Use Study group (SCOTS) has been at work on a forecast of transportation needs through the year 1990.

Their stated goals were (a) to serve 1990 travel demands with a reasonable level of service; (b) to provide a positive effect on the development of the region; (c) to limit negative environmental impact.

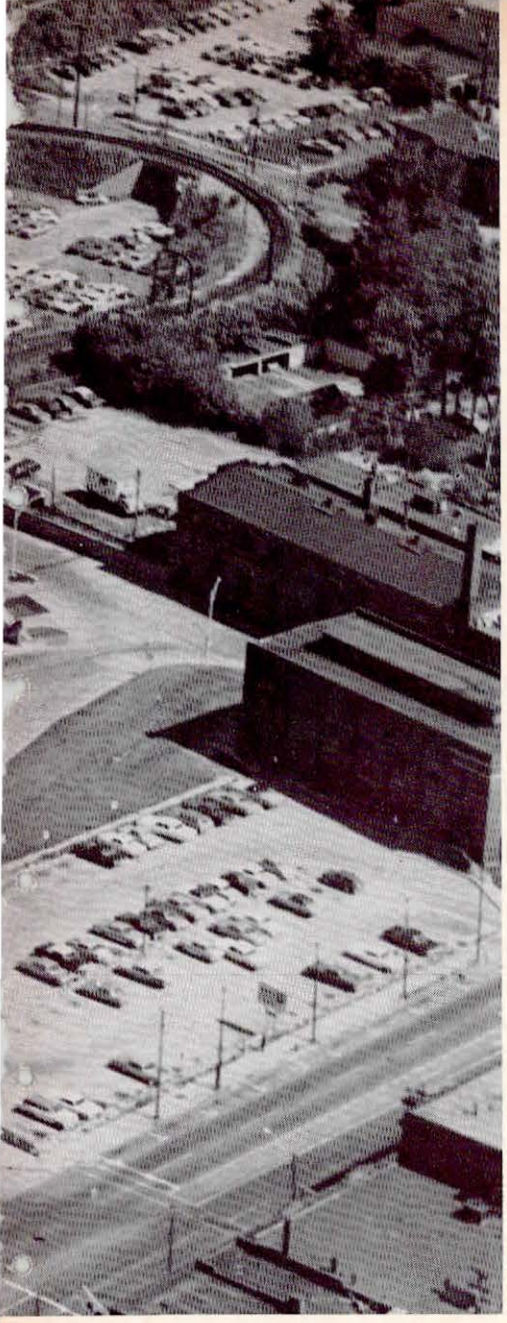
Their preliminary report, just issued, (RA, Aug. 5, p. 22) lists possible alternative mixes of highways and transit for the area. The staff's own recommendation, however, is a sharp increase in the number of rapid transit lines.

The SCOTS report indicates that the region's population will reach 3.8 million by 1990; automobile ownership will reach 1.57 million; trip activity will increase nearly twice as fast as the rate of population growth; and trip makers will spend a minimum of $50 billion using the region's transportation facilities.

Growth models were used to develop four alternative highway and transit patterns possible for the area. A composite system was then drawn up that unites the best features of each, and harmonizes the basic goals of the study.

The result was a recommended system with an additional 180 miles of highway and 70 more miles of rapid transit—16 of them subway. This would be in addition to the 31 miles of rapid transit that now exist, and the 420 miles of highway that now exist.

In 1966 dollars, the new highways



mere terminus, drew them from far afield.

would cost $995 million, the new transit lines $570 million.

In the main, the proposed new roads would serve as belt lines around the inner city, and the proposed transit lines as spokes radiating from the core.

Only corridors, not exact route alignments, are shown on the SCOTS map of proposed new lines. The airport extension line would be continued out to Berea; a branch would leave that line before the airport near Lakewood and reach Westlake.

Another branch would reach south to Parma and North Royalton. A branch to the southeast would tap Garfield Heights, Maple Heights and Bedford; the two lines of the Shaker Heights Rapid line would be extended short distances east and southeast.

Also on the east, the present CTS line would continue parallel with the shore as far as Euclid, with a branch through Cleveland Heights and South Euclid to Mayfield Heights.

Closer to the center, two extra routes would be built to link up farther out with the two previously mentioned—one along or parallel to Euclid Avenue (the main shopping district) and one along or parallel to Superior Avenue, close to the lake shore, where important real estate development is going on.

● **Duplicate findings.** Significantly enough, the recommendations in the SCOTS report are very close to and in many cases duplicate earlier recommendations for new lines contained in CTS's own studies and proposals to the city fathers.

It was pointed out years ago by CTS that new lines to tap growing suburban areas are needed, and that lack of a good downtown distribution system was hampering CTS' ability to provide optimum service.

What the SCOTS report does is to underline the need, and give CTS aspirations a quasi-official stamp of approval. The final SCOTS report on this matter is due Dec. 31.

As far as urging new lines without getting results is concerned, CTS has a history of contending with scoffers—many of them violently pro-highway—and mostly proving them wrong.

For example, when the CTS Rapid line was built in the mid 1950s, the scoffers said the lines go to the wrong places and no one would ride them.

This is obviously far from being the case—as a look at transit cars full to capacity on every weekday morning proves.

The conventional wisdom said that rapid transit needs a peak-period volume of at least 10,000 riders to be practical. CTS doesn't have the volume in its own corridors—and still makes money (CTS is the only rapid transit system in the USA that makes a profit).

The explanation, of course, is that CTS was a pioneer in introducing park 'n ride and kiss 'n ride facilities at outlying stations. It was quickly demonstrated that people will drive long distances—sometimes as much as 50 miles from the center of Cleveland—to reach CTS lots, climb aboard the train, and so avoid congested highways leading downtown.

What's more, the management showed it could be aggressive both in providing and promoting its service. Rigid maintenance standards are enforced on equipment. Printed schedules are distributed to the public—and adhered to. Courtesy to the public is emphasized. Two-way radios were installed this year on both busses and on the new rapid transit cars.

To get around the problem of a present lack of good downtown distribution, a smooth connecting service of busses down Euclid Avenue from Union Station is in action.

TAILORED TO THE TRADE
Luggage racks on new cars make it easy for airport-bound travellers to board downtown, avoid highway congestion.

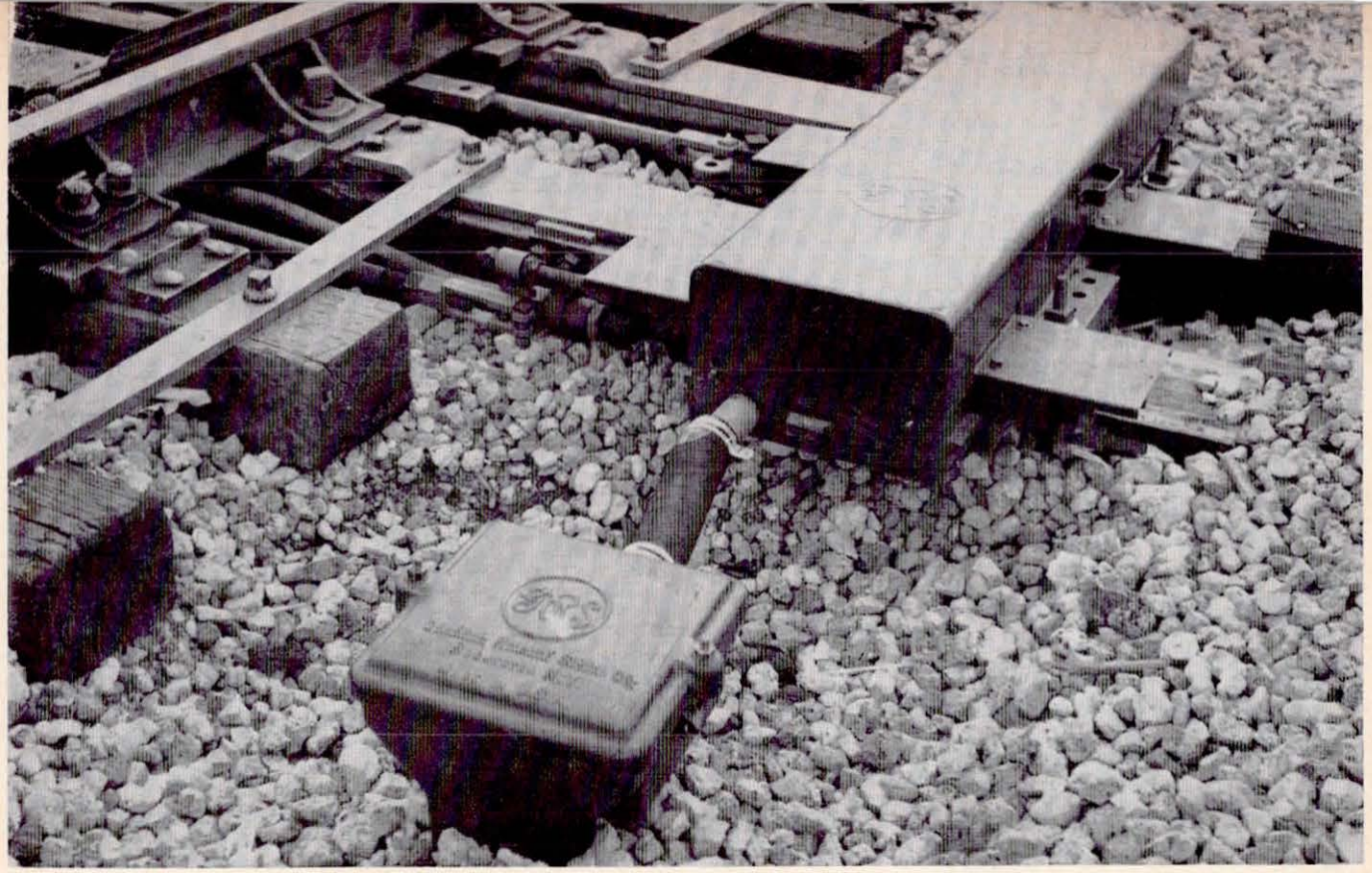
Business acumen turned air rights into cash when sites over transit lines were sold to private developers. The management is also exploring movement of freight by transit and movement of containers (possibly for the Post Office) out to the airport.

All this would seem to make the CTS management qualify for the phrase used by Prof. Lewis Schneider of Harvard—"Be market-oriented, not operations-oriented."

ATA chooses Cleveland for meeting

The 87th annual meeting of the American Transit Assn. takes place Sept. 15-19 in Cleveland. Host operating system CTS will invite delegates—estimated at about 1,200—to tour its shops and see the airport extension line.

Opening the meeting will be Cleveland Mayor Carl Stokes. Prominent speakers include John Robson, Undersecretary, Department of Transportation; Paul L. Sitton, DOT Undersecretary and newly-named administrator of DOT's Urban Transportation Administration; and Seattle Mayor J. D. Braman.



Cleveland Transit:

What's behind the facade

Modern track and signalling installation on the airport line will make a difference in the standard of service.

The CTS airport extension is new in more senses than just laying down some track where it didn't exist before.

Stainless steel air-conditioned cars (see RA, Oct. 2, 1967, p. 16) will be used to move the passengers and their baggage. Modern signaling and track installations will contribute to high standards of service.

General Railway Signal won a contract to supply a cab signaling and automatic speed control system for the airport extension. Both 53 existing cars and the 20 new cars are being equipped for the system, and track circuit equipment is being installed the length of the extension.

● **Commands to motorman.** The cab signaling and speed control system makes use of audio frequency electrical signals transmitted through the rails.

Information concerning track conditions and instructions for train operation are presented to the motorman in the form of continuously lighted segments around the speedometer in his cab.

Also provided is a cab signal cutout indication when trains are operating outside cab signal territory. This cab signal cutout indication is shown by a lunar white arc-of-light around the speedometer.

If the motorman exceeds the allowed speed, or should he fail to reduce speed when required, the automatic control takes over and brings the train to a complete stop. When a stop command is displayed, an absolute stop is enforced before low speed operation is permitted.

● **Track circuits.** Each track circuit consists of a transmitter, receiver, a track relay and a new type of impedance bond called a Wee Z bond. The function of this bond is to couple information between the rails and the wayside equipment, and determine block limits. These bonds are mounted between the ties.

All other wayside equipment (for generating the audio frequency electrical signals carried in the rails) is in central housings at station platforms.

Each transmitter for each track circuit generates carrier frequencies, which are used for train detection and the transmission of speed commands to the train. The four carrier frequencies used are in the audio range of the proper speed command to the train, including the cab signal cutout command at the entrance to non-cab signaling territory.

The equipment on each car pair includes four receiving coils (two mounted on each end of the car pair), a speed detector, a set of electronic and relay logic equipment and the cab signal indicator units associated with the speedometers. The receiving coils are inductively coupled to the track, receiving carrier energy from the rails.

● **Three critical speeds.** Three compulsory speed limits are used for following train protection: 65 mph, 35 mph, and stop and proceed at 15 mph. When a 65-mph signal is received from the wayside equipment, the green cab signal is illuminated and the arc-of-light segments around the speedometer dial are illuminated from 0 to 65 mph, the maximum permissible speed. As long as the speed is below 65 mph, operation of the train is under the control of the motorman.

If the speed exceeds 65 mph, the warning bell sounds, notifying the motorman that he has 2.5 seconds to move the cineston handle to brake. When the controller is placed in the brake position, the bell stops ringing. As the speed

SIGNALLING

GRS cab signalling has colorlight aspects and speedometer. If maximum indicated speed is exceeded, brakes are applied automatically.

TRACK

Rail welding was done by a special process on site. Switches are controlled by GRS automatic switch units.

reduces below 65 mph, the motorman can release the brakes and resume normal operation.

If the motorman does not move the controller to the reduced speed position within the 2.5 seconds allowed, the speed control system automatically makes an emergency brake application, using dynamic and friction brakes to bring the train to a stop, and the bell continues to ring.

After the train stops, the motorman can regain control by placing the cineston handle in the B36 position until the bell stops ringing. He can then operate normally.

If the speed signal changes from 65 to 35 mph, within two seconds the green cab signal goes out and the yellow light goes on. The speedometer shows a lighted arc from 0 to 35 mph. and the procedure is similar to that described above.

- **Stop indication.** In the absence of the three signals—65 mph, 35 mph and 15 mph—the speedometer shows no lighted arc, the green and yellow cab signal lamps are out, and only the red signal lamp is illuminated. This is the stop indication. The warning bell sounds, indicating to the motorman that he has 2.5 seconds to place the controller handle in a brake position.

If within the 2.5-second period, he does not place the controller handle in the brake position, the emergency penalty brake application results. After the required stop has been made, the red cab signal lamp and the speedometer 0-to-15 arc begins to flash, indicating that he may now proceed at a maximum speed of 15 mph, according to the rules. If 15 mph is exceeded, the bell sounds, warning the motorman that he has 2.5 seconds to forestall an emergency brake application.

- **Low speed to high speed.** When the speed signal changes from a lower to a higher speed, the cab signal indicates the new higher speed. The speed control system permits the motorman to accelerate to the new speed limit. Thus, for example, when the 35-mph signal is received, the yellow lamp and the 0 to 35-mph speedometer arc light up. Within 2 seconds after receipt of a 65-mph signal, the yellow light goes out, and the green light and the 0 to 65-mph speedometer arc lights are illuminated, indicating to the motorman that he may increase train speed to 65 mph.

When the train leaves cab signal territory, the red, yellow and green indicators are extinguished and a lunar white indicator cab signal cutout is lighted. Under these conditions, no speed control is enforced by the cab signal system. Upon re-entering cab signal territory, the cab signal cutout indication is extinguished and cab signal indications are received.

PUTTING IN TRACK

The airport extension, stretching from CTS' present western terminus at West Park station, lies at the surface except for the last 1500 ft, which goes underground at the airport, and enables passengers to be delivered right into the lobby of the air terminal.

Bethlehem Steel Corp. supplied the track, which is being built with 100-lb rail and creosoted ties placed on 30-in. centers. Ballast is blast furnace slag placed to a depth of 12 in. under the ties. Rail anchorage will be provided by compression clips. Using a force of about 55 men working under a general superintendent, three superintendents and six foremen, the track contractor, Acme Construction Co. is pushing completion of the line.

The rails are delivered in 39-ft lengths and are being welded on the job into continuous strings between insulated joints. The welds being used are of the Thermit type as furnished by Thermex Metallurgical, Inc.

- **New welding method.** The procedure in making the welds is called unique by the contractors. On similar jobs they noted that the usual practice is to weld the rails into long strings alongside the tracks and then line the strings into position on the ties.

In this instance, that procedure was dismissed as too slow and costly. The idea was conceived of placing the 39-ft rails in track and welding them in that position. The roadbed, prepared by another contractor, is first smoothed by a patrol grader.

Meanwhile, the rails have been distributed along the subgrade from a semi-trailer. After the ties have been distributed and spaced, a Pettibone Mulliken Speed Swing Crane, fitted with flanged wheels and operating on the newly laid rails, is used to pick up the rails and set them on the ties.

At this time steel cross-ties, with clips that fasten to the base of the rails, are applied at the rate of about four to a rail length, their function being to hold the rails in position temporarily.

- **Temporary joining of rails.** A novel method is used to join the rails together until they can be welded. These rails have "blind" ends, that is, they are delivered without bolt holes. To join them temporarily in the track, conventional joint bars are used.

Each pair of bars at a joint is held in position by a ⅝" bolt which extends between the rail ends. This is said to give the exact spacing between rail ends required for making the welds.

Behind the Speed Swing the ties are spaced, double-shoulder tie plates are placed under the rails and spikes are driven. This permits the steel cross-ties to be removed.

The track is then in condition for making the joint welds. Immediately ahead of this operation the rail ends at each joint are placed in the proper line and surface for welding.

The welds themselves are made by a gang consisting of a supervisor, a foreman and 11 men. These men make the welds from expendable materials supplied by the manufacturer. These include, for each weld, a sand mold and crucible furnished in two parts.

The two parts are applied from opposite sides to the rail ends to be welded and are fastened in position with bolts. All openings between the mold and the rails are closed with sand.

Several metal disks are placed to close the opening between the crucible and the mold and the Thermit compound is placed in the crucible. Next, two 12-in. lengths of 8-in. pipe are placed on top of the crucible as a safety measure.

The welding compound is then ignited. When the mixture reaches a predetermined temperature, the metal disks melt and allow the molten metal to flow into the mold and around the rail ends. After about 20 minutes or so the mold is knocked off. Later the weld is ground with a power grinder. The output of the welding gangs ranges from 40 to 60 welds per day.

The contractor has two track-raising gangs on the job, each using a production tamper. These gangs give the track three raises on the ballast, with the final raise being two to three in. Following the third lift, the track is placed in final alignment, using a Nordberg Trackliner, and a Kershaw Ballast Regulator gives the ballast a final dressing. ■

NEW PRODUCTS REPORT

Transistor analyzer (RA-1)

A new, compact transistor analyzer, capable of doubling as a sensitive DC voltmeter, combines semiconductor checks with ability to measure supply voltages to 100 volts DC. The unit functions as a diode analyzer capable of measuring both forward and reverse currents.

The unit, which can be used both in and out of the circuit, can be employed for troubleshooting all solid-state equipment. It can be used to check high- and low-power NPN and PNP power transistors for in-circuit d-c beta characteristics; check high- and low-power NPN and PNP transistors out-of-circuit for d-c beta, ICBO and ICEO leakage; check diodes and rectifiers for in-circuit open conditions, shorts and ability to rectify, and check diodes out-of-circuit for forward and reverse currents. Instrument also features an automatic power protection circuit that prevents shorted transistors and diodes from damaging the instrument. *Amphenol Corporation.*

Visual display (RA-2)

By pointing an electronic probe at a new optical image display unit, a two-way conversational computer link can be provided. The display can be located wherever it is needed. Linked by telephone lines to a remotely-located computer, the display permits users to get information into and out of the data processing system in terms completely familiar to them. Through a split-screen technique, information is projected from a film cartridge onto a page-size area. An engineer can use the display terminal to find the most economic way of making a product. With the light pen, he would specify materials, shapes, methods of drilling, depth of holes and other variables. When finished, he would signal the computer to give him a detailed analysis. He could also get comparative cost estimates rapidly by changing only those variables or manufacturing methods he wishes to re-examine. A "beep" lets the user know that the computer has received the information. *IBM.*

Optical reader (RA-3)

A new desk-top optical mark reader reads both pencil markings and punched indications from standard tabulating cards.

The reader is a desk top unit occupying a space 12¾ in. wide and 20 in. deep, and is 7 in. high. Tab cards may be all punched, or all marked in soft pencil, or any combination of the two. Errors in pencilled entries can be corrected with a rubber eraser. Preprinting on the card is clearly visible to the eye, but not to the machine's photosensors. Since the reader handles both kinds of entries without discrimination, part of any card may be prepunched for special purposes, to eliminate need repetitive entries.

Reading rate and output format of the reader are compatible with standard telephone data sets, and appropriate for simple data communication situations using Teletype, Data-Speed, or other tape perforaters. The standard rate is 105 characters per sec; 10 characters per sec is optional. *Hewlett-Packard.*

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PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 30 MARKED: RA-1 RA-2 RA-3

NAME ..... TITLE .....

COMPANY .....

ADDRESS .....

CITY ..... STATE ..... ZIP .....

• **Inquiries can be processed only if title and company are shown.** 9/2/68

RAILWAY BOOKSHELF

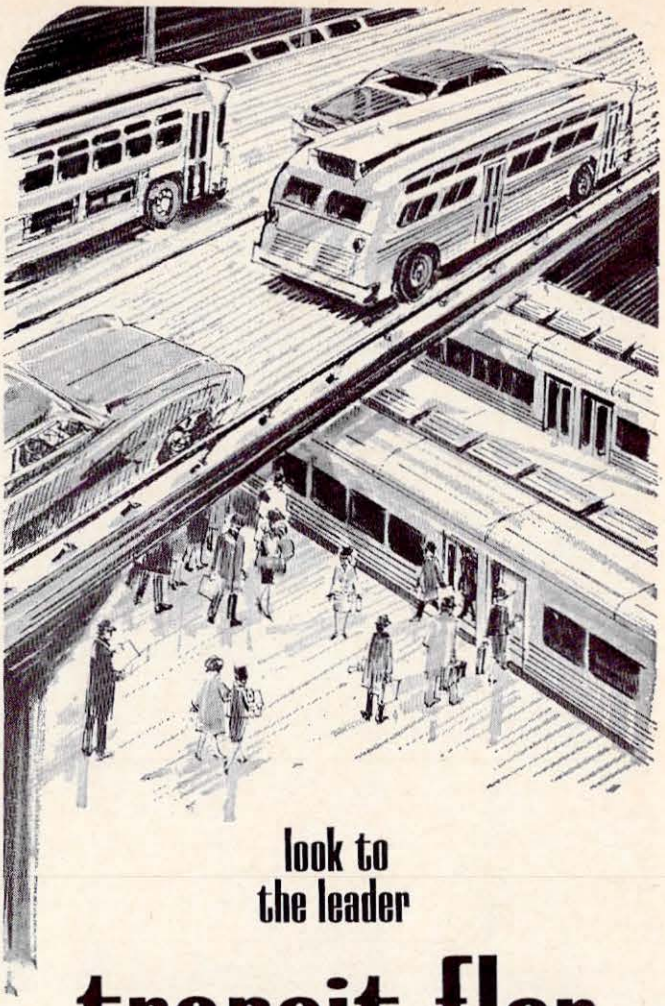
As a developing nation, India is faced with all of the frustrating economic and social problems that must be solved if a country is to make it in this 20th Century world of ours. Wilfred Owen of the Brookings Institution has adjusted his focus specifically on the role of transport and communications in solving some of the country's dilemmas. In "Distance and Development—Transport and Communications in India" (The Brookings Institution, Washington, 170 pp., $5) Owen writes from first-hand experience of the staggering handicaps under which India must work to keep her people from starvation. One observation: "Transportation is only one of the many ingredients necessary to accelerate the pace of economic progress, but in many instances it plays the key role, and in all cases it sets the limits. In India the limits can be seen quite clearly." Purpose of the book, according to the author, is to assess the impact on development of policies and programs to date, "and how best to progress from here, using the fruits of technological innovation to make up for lost time." Some of the needs over the next ten years: a million miles of improved roads, a modernized rail-truck system; a greatly expanded air transport capability; and a major extension of telecommunications for education and technical assistance. The book should be of great interest to transportation people and to planners because many of the problems do indeed have a familiar ring to them.

•

Some 220 railway executives and experts, members of scientific and research organizations, and representatives of electronic equipment manufacturers from 20 different countries got together in Montreal last October to talk about cybernetics on the railroads. What these men said during those six days has been compiled in a book of the proceedings entitled "Second International Symposium on the Use of Cybernetics on the Railways" (Edited by the International Union of Railways and Canadian National Railways, Montreal, 276 pp., $12). Aim of the Montreal sessions was to throw light on the general aspects of cybernetics applications on railroads rather than to describe technical achievements. The importance of this collection of papers is that it brings together in compact form the latest thinking in a science that is bound to have a tremendous impact on the world's railroads over the next few years.

•

Railroaders—or non-railroaders for that matter—interested in the changing role of competition as a source of justifiable discrimination within the railroad price structure, can get an in-depth treatment of the subject in a new book. "Competition and Railroad Price Discrimination: Legal Precedent and Economic Policy," by Jordan Jay Hillman (The Transportation Center, Northwestern University, Evanston, Ill., 164 pp., $7.50) spells out the political and economic goals of Congress in its enactment of the Act of 1887. It gives insights into the interplay among Congress, the ICC and the courts in the processes of economic regulation, and cites the need for economic consistency in modern regulation. —E. F. D.



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AS THE EDITOR SEES IT

IT CAN BE DONE—Any news release that begins with the words, "It couldn't be done, but . . . " is almost certain to command a careful reading. The one that came from Burlington's Al Rung last week was no exception. It described how the "Q" and seven other railroads moved an entire cement plant 1,200 miles, from Michigan to Colorado. There is nothing, it seems, that railroads can't do when they put their minds to it. Unfortunately, the near-miracles that operating and transportation men accomplish out on the line are not always duplicated when decisions of industry-wide importance must be made. Tell an operating man, "It can't be done," and he's more than likely to take it as a dare. Tell the board-room decision-makers, "It can't be done," and as often as not they agree. Or so the evidence would indicate.

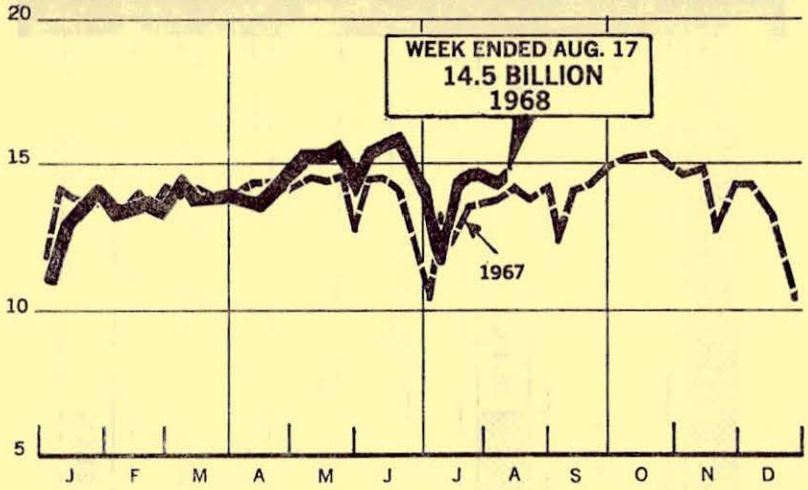
BUT NOT ALWAYS—Consider the recent news from DOT and the AAR announcing the creation of the Joint Study Group on Advanced Coupling Concepts, which will work toward development of a fully automatic coupler. This was great news—especially to a publication that has long contended (most recently, in an editorial published last Jan. 15), that "what may be needed, literally, to pull the railway industry into the future it envisions for itself, are new capabilities in the car coupler." What the DOT/AAR release did not say was that the first such study in this direction was instituted nearly four decades ago, in 1929. Nothing came of it. If the coupler project is as important as most railroaders believe, it must be a great embarrassment to our industry that we are no further ahead on it than we were 39 years ago.

AND WHILE WE'RE ON THE SUBJECT—Line-haul carriers are not alone in the procrastination department. Two years ago Railway Age asked the New York City Transit Authority: Why doesn't the world's richest city air-condition its subway cars? The reply boiled down to this: The cost was unthinkable for a system as old and big and complex as New York's. So millions of New Yorkers continued to ride under conditions that the purefood people would probably forbid for cattle in transit. Now a new administration has taken over; has asked itself the question we asked two years ago; and has gotten a different answer. Today 600 air-conditioned cars are on the way. Suddenly, it can be done.

A LESSON LEARNED—We do not address ourselves here to whether the railroads were justified in permitting a 40-year time lag on fully automatic couplers; or whether the NYCTA was right or wrong two years ago. The question that won't go away is this: What will we be doing two years or 40 years, from now that we ought to be doing today?—**L.S.M.**

RAIL FREIGHT TRAFFIC TRENDS

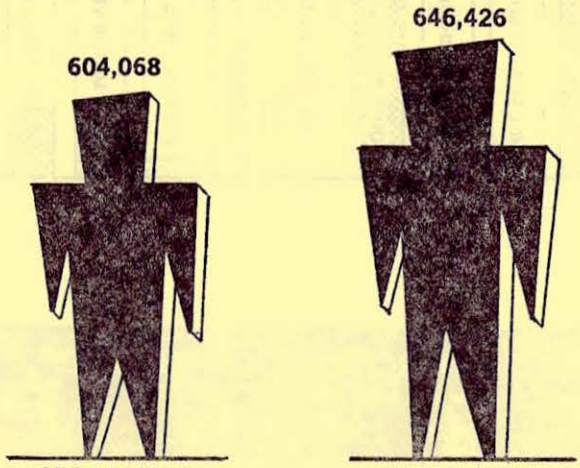
BILLION TON-MILES (Estimated)



Source: Association of American Railroads

RAILROAD EMPLOYMENT

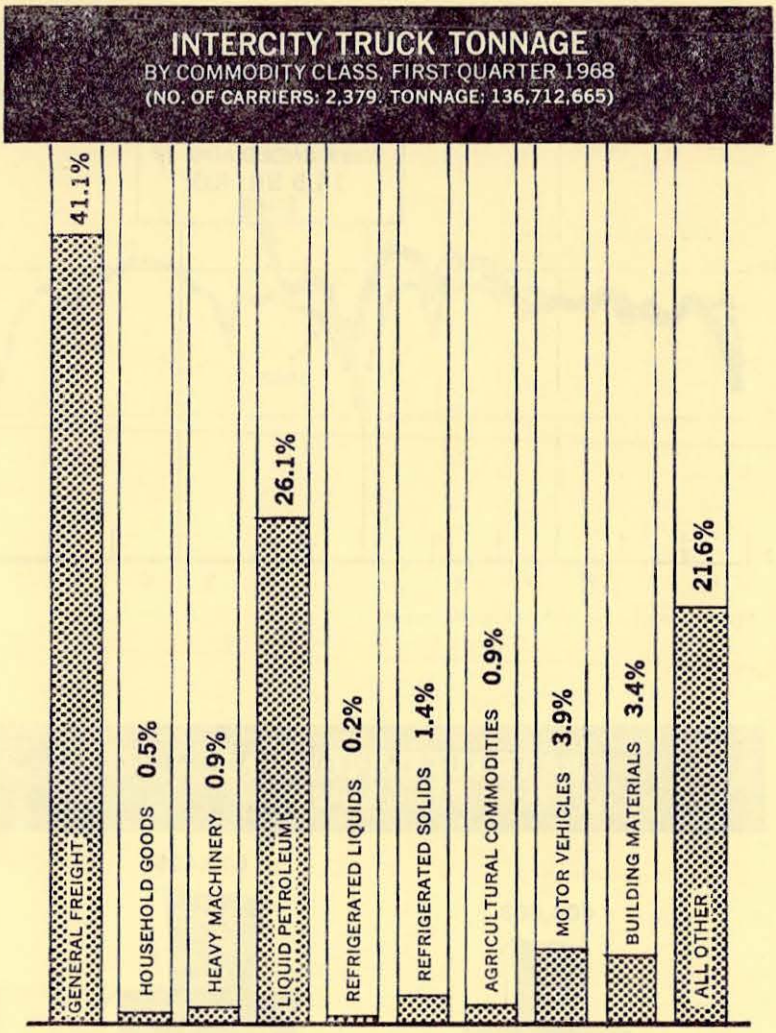
(CLASS I LINE-HAUL RAILROADS)

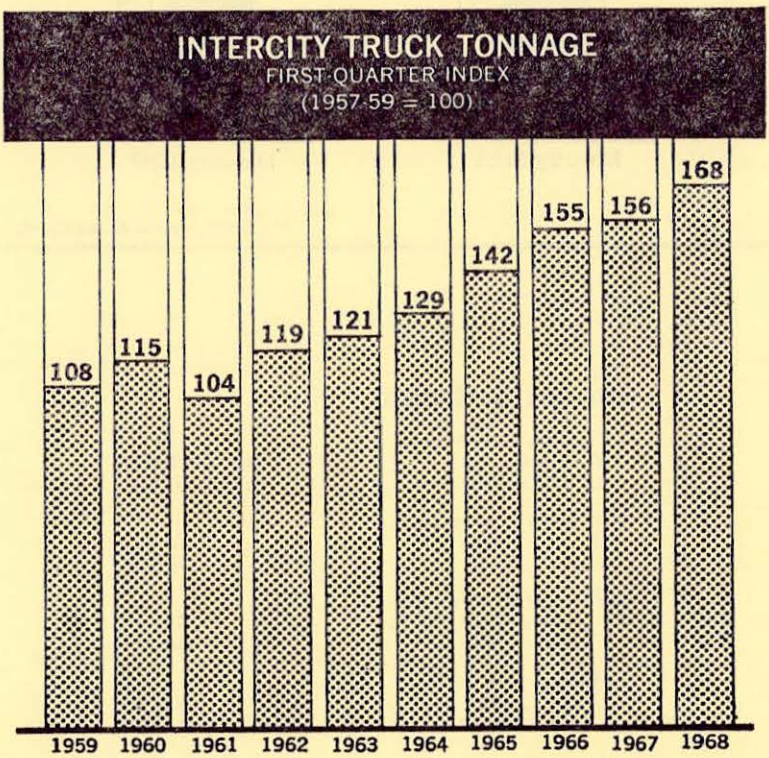


Source: Bureau of Accounts, ICC.

Current Statistics

Net income, Class I roads	
Six months, 1968	$284,000,000
Six months, 1967	$265,000,000
New freight cars on order	
August 1, 1968	16,943
August 1, 1967	26,904
New freight cars delivered	
7 months, 1968	34,854
7 months, 1967	53,273
Serviceable cars	
August 1, 1967	1,393,000
August 1, 1967	1,415,035


INTERCITY TRUCK TONNAGE
BY COMMODITY CLASS, FIRST QUARTER 1968
(NO. OF CARRIERS: 2,379. TONNAGE: 136,712,665)
GENERAL FREIGHT 41.1%
HOUSEHOLD GOODS 0.5%
HEAVY MACHINERY 0.9%
LIQUID PETROLEUM 26.1%
REFRIGERATED LIQUIDS 0.2%
REFRIGERATED SOLIDS 1.4%
AGRICULTURAL COMMODITIES 0.9%
MOTOR VEHICLES 3.9%
BUILDING MATERIALS 3.4%
ALL OTHER 21.6%


INTERCITY TRUCK TONNAGE
FIRST QUARTER INDEX
(1957-59 = 100)
108
115
104
119
121
129
142
155
156
168
1959
1960
1961
1962
1963
1964
1965
1966
1967
1968

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Aug. 24 totaled 548,140 cars, the Association of American Railroads announced on Aug. 29. This was a decrease of 10,383 cars, or 1.9%, compared with the previous week; a decrease of 4,445 cars, or 0.8%, compared with the corresponding week last year; and a decrease of 53,724 cars, or 8.9%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended Aug. 24 are estimated at 14.2 billion, an increase of 2.9% above the corresponding week of 1967, and 3.1% below the 1966 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Aug. 24

District	1968	1967	1966
Eastern, including Allegheny and Pocahontas	208,712	211,276	238,612
Southern	122,761	111,003	112,961
Total Eastern and Southern Districts	331,473	332,279	351,573
Northwestern	73,887	87,304	96,000
Central Western	104,792	105,517	114,936
Southwestern	37,988	37,485	39,355
Total Western Districts	216,667	230,306	250,291
Total All Roads	548,140	552,585	601,864
Commodities:			
Grain and Grain Products	38,601	47,856	56,097
Livestock	1,156	1,583	1,878
Coal	108,744	109,537	120,444
Coke	6,708	6,667	8,421
Forest Products	42,527	40,912	40,854
Ore	44,553	44,880	69,159
Merchandise l.c.l.	4,209	4,212	6,283
Miscellaneous	301,642	296,938	307,728
Aug. 24	548,140	552,585	601,864
Aug. 17	558,523	569,772	593,333
Aug. 10	540,211	553,338	581,545
Aug. 3	554,104	549,740	584,011
July 27	566,058	548,923	592,510
Cumulative total, 34 weeks	18,315,353	18,197,169	19,154,691
Estimated revenue ton-miles (billions) 34 weeks	488.8	466.4	479.0

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended Aug. 17 totaled 26,477 cars, carrying 43,550 trailers, compared with 23,454 cars, carrying 39,000 trailers, in the corresponding 1967 week. Loadings for 1968 up to Aug. 17 totaled 831,434 cars, carrying 1,349,191 trailers, compared with 741,624 cars, carrying 1,218,628 trailers in the corresponding period of 1967.

IN CANADA

Carloadings for the ten-day period ended July 31 totaled 106,596 cars, compared with 73,991 for the previous seven-day period, according to the Dominion Bureau of Statistics.

FREIGHT TRAIN CARS

● *Grand Trunk Western.*—Added 50 steel coil freight cars to its fleet to handle an increase in steel traffic. The cars, built by Evans Products, are being leased from International Equipment Co., Ltd., of Canada. Thirty of the cars will be used by steel plants in the Chicago area, and 20 in Buffalo.

● *Western Maryland.*—Is rebuilding 500 hopper cars at Elkins, W. Va. at a cost of approximately $5,700 per car. Deliveries are scheduled to be completed in November. The cars were originally built by Bethlehem in 1948 as 55-ton, 2,028-cu-ft-capacity units. Under the new AAR load-limit rules, the rebuilt cars will be designated as 67-ton, 2,318-cu-ft-capacity units. They will be equipped with Cobra brake shoes. Huck bolts will be used almost exclusively, in place of riveting. Under a similar program in 1967, Western Maryland rebuilt 300 hopper cars at Elkins.

● *Car Orders.*—Orders were placed in July for 2,792 new freight cars, compared with 3,237 in June and 2,345 in July 1967. Rebuilds ordered in July totaled 1,523, compared with 1,025 in June and 1,600 in July 1967. Delivery of new cars in July totaled 3,499, compared with 4,408 in June and 5,686 in July 1967. Backlog of new cars on order and undelivered on Aug. 1 was 16,943, compared with 17,810 on July 1 and 26,904 on Aug. 1, 1967.

FREIGHT TRAIN CARS DELIVERED AND ORDERED IN JULY AND BACKLOG OF ORDERS ON AUGUST 1— ALL RAILROADS AND PRIVATE CAR LINES

Delivered

	July, 1968	June, 1968	July, 1967
Built new by car builders	2,476	2,728	4,776
Built new in R.R. shops	1,023	1,680	910
Built new—total	3,499	4,408	5,686
Rebuilt	1,026	1,192	1,266
TOTAL DELIVERED	4,525	5,600	6,952

Ordered

To be built new by car builders	2,589	3,201	2,120
To be built new in R.R. shops	203	36	225
To be built new—total	2,792	3,237	2,345
To be rebuilt	1,523	1,025	1,600
TOTAL ORDERED	4,315	4,262	3,945

On Order And Undelivered

	August 1, 1968	July 1, 1968	August 1, 1967
To be built new by car builders	10,972	10,969	20,341
To be built new in R.R. shops	5,971	6,841	6,563
To be built new—total	16,943	17,810	26,904
To be rebuilt	6,604	6,107	12,897
TOTAL ON ORDER	23,547	23,917	39,801

NEW FACILITIES

● *New Haven.*—Ordered equipment from General Railway Signal for seven miles of CTC. This installation will include absolute permissive block signaling as well as "Trakode," the GRS system for rail-transmitted, either-direction coded track circuit control. The CTC controls will be added to the present console at Attleboro, Mass. Grade crossing protection in this installation will be controlled by CRS audio-frequency overlay track circuits.

YOU OUGHT TO KNOW

Financial men plan meeting in Phoenix

The 56th annual meeting of the AAR's Treasury Division will be held Oct. 14-16 at the Arizona Biltmore in Phoenix. Main speaker will be Transportation Secretary Alan S. Boyd and AAR President Thomas M. Goodfellow. Also on the program: Arizona Governor Jack Williams; Walter E. Hoadley of San Francisco, senior vice president and chief economist, Bank of America; David C. Bevan of Philadelphia, chairman of the Penn Central's finance committee; Carl A. Bimson of Phoenix, vice chairman of the Valley National Bank; and Burton N. Behling, vice president in charge of the AAR's Economics and Finance Department.

Los Angeles budgets $750,000 to push transit

The newly-formed Citizens Committee for Rapid Transit in Los Angeles has earmarked $750,000 for an advertising and public relations campaign designed to help persuade voters to mark their ballots "yes" for rapid transit on Nov. 5. At issue will be a proposed one-half of 1% sales tax to finance initial construction of a mass transit system by the Southern California Rapid Transit District. The advertising and public relations campaign will be handled by Gumpertz, Bentley & Dolan.

Best half is reported for MH field

With an 8.3% gain over the first-half 1967, the material-handling equipment industry in first-half 1968 recorded its best-ever six-months sales figure, according to Milton L. Aitken, Material Handling Institute, Inc., president. New orders totalled $671.2 million. Although second-half bookings traditionally are lower, ordering through 1968 will stay strong and the MH industry will register its fourth consecutive billion-dollar year, Aitken says.

Regional groups lay groundwork for conference

Regional discussion groups across Canada are studying various aspects of urban transportation as a prelude to the First Canadian Urban Transportation Conference, to be held in Toronto Feb. 9-12. Papers which emerge from the regional studies will provide background material for the conference. Five broad areas of study have been assigned: (1) Urban and socio-economic developmental aspects of urban transport; (2) Canadian transportation systems; (3) technology; (4) financial and economic aspects; (5) legislative, institutional and administrative aspects.

Commerce realigns operations

The Business and Defense Services Administration of the U.S. Department of Commerce was reorganized so that the Transportation Products section is now under the Office of Consumer Goods, and reports to the Asst. BSDA Administrator for Industrial Operations.

COVER STORY

The story behind this week's full-color cover merits a special note. Sept. 15-19 is the date scheduled for the American Transit Association's annual convention at Cleveland. ATA delegates will be shown Cleveland's new airport rail line in its advanced construction stages. Our editors decided that an appropriate cover for Railway Age's September transit issue would show the new airport cars in service, with "AIRPORT" on the destination sign, and Cleveland's landmark Terminal Tower as a backdrop, to quickly convey the idea of modern rapid transit from downtown to a major airport. A great idea—but where to get the picture? A call to General Electric's Russ Bowersox at Erie quickly set things in motion. Russ called GE's Jim Moline in Cleveland. Jim went to Cleveland Transit's Arlene Butler, who arranged for two trains to be spotted during a weekend, when traffic would be light, so the GE photographer could get the perfect shot. It took a day to case the line for the ideal spot. As if this weren't enough, after we had a dozen excellent shots to choose from, the best had a man standing in the track center who wouldn't be there under operational conditions. The artist had to blot him out. We think the result is outstanding, and this is by way of expressing our appreciation to General Electric and Cleveland Transit, who made the cover possible.

R. G. Waite
Toronto Transit

Paul L. Sitton
DOT

TRANSIT

R. G. Waite has been appointed assistant general manager of operations, **Toronto Transit Commission.** Mr. Waite has been with the Commission since 1947 and was manager of materials and special projects, Executive Department, at the time of his recent appointment.

Paul L. Sitton, Deputy Under Secretary of Transportation, nominated by President Johnson as administrator of the **Department of Transportation's Urban Mass Transportation Administration** (RA, Aug. 12, p. 7).

SUPPLY TRADE

Sanford H. Steward, Jr., district sales manager, **Servo Corp.,** has joined the **General Railway Signal Co.** as sales engineer, Chicago.

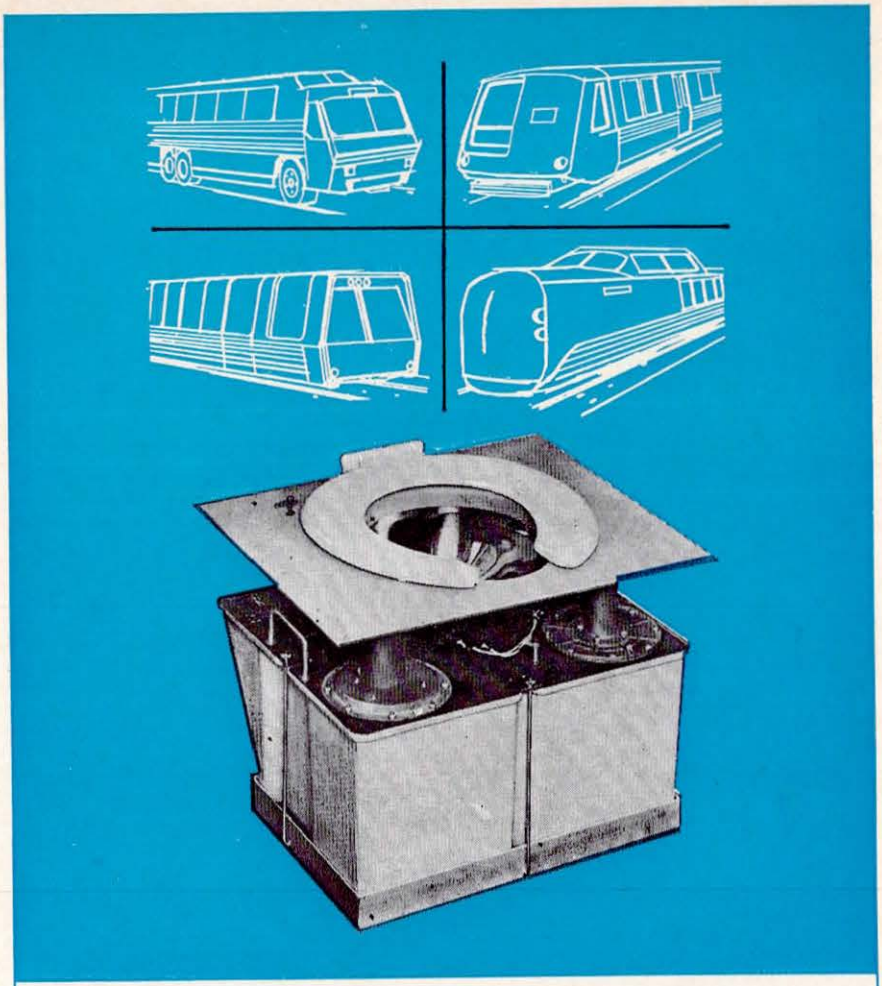
Fred W. Dull, vice president—manufacturing, **International Steel Co.,** Evansville, Ind., has been elected to the newly created position of executive vice president. Mr. Dull will be responsible for the operations of the Railway Division, in addition to three other divisions. **James E. Allen,** plant engineer, succeeds Mr. Dull.

Thomas M. Taylor Jr., has joined **Gunderson Bros. Engineering Corp.,** Portland, Ore., as administrative assistant to the president. This position was created to help meet the expanded demands in the railcar and marine fabricating fields. Mr. Taylor was formerly director, customer service planning, **Northern Pacific,** prior to which he was with the Louisville & Nashville and New York Central.

John K. Records, president of **General Railway Signal Co.,** Rochester, N.Y., has been named group executive of General Signal Co., the parent company. He will have responsibility for three divisions—General Railway Signal, Avion Electronics of Paramus, N.J., and Cardion Electronics of Woodbury, N.Y. **Gerald E. Collins,** general manager, instrument transformer business, **General Electric,** Somersworth, N.H., succeeds Mr. Records as president of GRS.

OBITUARY

James T. Clark, 72, who retired in 1964 as assistant vice chairman, **Vapor Corp.,** died Aug. 16 in Fort Lauderdale, Fla.



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RA-9/2/68

PEOPLE IN THE NEWS

AMERICAN SHORT LINE RAILROAD ASSN.—Joseph C. Johnson has been appointed assistant traffic manager, Western Region. He was formerly on the chairman's staff, Association of Western Railways—Western Trunk Line Committee.

CHICAGO & NORTH WESTERN.—P. T. Jones named director of research and development, Chicago.

ERIE LACKAWANNA.—James P. Morrissey, engineer–staff, Cleveland, retired Sept. 1, after more than 41 years of service.

INTERSTATE COMMERCE COMMISSION.—Wallace R. Burke of Connecticut took his oath of office as a commissioner on Aug. 21. His seven-year term will run through Dec. 31, 1974. Mr. Burke was appointed by President Johnson to replace **William H. Tucker,** whose term expired Dec. 31, 1967 (RA, Aug. 26, p. 59).

NORFOLK SOUTHERN.—M. B. Dowdy, chief mechanical officer, promoted to the newly created position of general manager operations, Raleigh, N.C., with complete jurisdiction over Transportation, Maintenance of Way and Mechanical Departments.

PENN CENTRAL.—John H. Shaffer, assistant treasurer, elected treasurer, Philadelphia, succeeding **Raymond C. McCron,** appointed an assistant vice president, financial department, to handle special assignments. **W. C. Antoine** appointed assistant vice president–taxes.

The following appointments made on the staff of **J. J. Wright,** vice president—research, Cleveland: **R. H. Wright,** manager—research laboratory; **R. J. Mangan,** manager–applied research–mechanical; **L. R. Lombardo,** manager–applied research–electrical; **L. C. Simmons,** manager–bioengineering research; **G. C. Kamp,** business manager–Cleveland Technical Center; and **R. F. Lanning,** administrative assistant.

Appointments on the staff of **A. P. Funkhouser,** vice president–coal and ore traffic; **H. Colijn,** director–bulk materials planning—coal and ore; **M. J. Dooley,** manager–coal and ore pricing; and **P. J. Schweibinz,** coal sales manager, Detroit, Mich.

Appointments on the staff of **J. J. McTernan, Jr.,** assistant vice president–budgets and controls: **A. M. Underhill,** director—budgetary administration; and **C. Comly, III,** director–auditing.

READING.—Following consolidation of the Reading and Philadelphia divisions into a new "Systems Operations" at Reading Terminal, Philadelphia, under direction of **Franklin G. Fisher,** assistant vice president—operations and maintenance (RA, Aug. 26, p. 7), several appointments were made. **Earl T. Hunter** named general manager of operations. Four staff managers were appointed: **A. J. Porambo,** freight operations; **Carl Rittenhouse,** passenger and Philadelphia Terminal operations; **Ray C. Neal, Jr.,** transportation and car trace control; and **Harry B. Gauntt,** Operations Control Center. **R. B. Hoffman** named operations superintendent planning and control, with responsibility for the operations and transportation budget. **Walter A. Bauer** appointed operations superintendent labor relations. Mr. Bauer will function as liaison officer between the Operating Department and the Personnel Department, with emphasis on interpretation of operating rules, labor agreements and train and engine service grievances.

Other title changes: **Donald Thomsen,** superintendent police and security; **Albert S. Pantaleo,** assistant to general manager operations; **Clyde W. Edwards,** superintendent passenger operations; **Lewis H. Wiebel,** system superintendent agent and operator; **Ely E. Leisey,** system agent and operator; **Timothy F. Lapergola,** assistant system agent and operator; **Thomas L. Evans,** system rules examiner; **Robert E. Henne,** assistant system rules examiner; **Derwin F. Steimling,** superintendent Port Richmond Terminal; **Clair F. Steimling,** superintendent Port Reading; **Stuart W. Moyer,** superintendent transportation and trace control; **Elbert T. DeWitt,** superintendent station operations and loading services; and **Richard D. Fadeley,** superintendent car service.

Positions abolished: manager operations, superintendents of the Reading and Philadelphia divisions.

ROCK ISLAND.—James E. Hunt, district manager-freight sales, Cincinnati, named district manager-freight sales, Indianapolis, to succeed **Robert L. Ferguson,** transferred to Memphis, Tenn. (RA, Aug. 19, p. 37).

SANTA FE.—William S. Autrey, district engineer, Los Angeles, appointed assistant to the chief engineer, system, Chicago. Mr. Autrey's successor is **William W. Toliver,** division engineer, Winslow Ariz., who in turn is succeeded by **R. G. Garland,** engineer of track, Chicago. **James B. Miller,** assistant division engineer, San Bernardino, Calif., replaces Mr. Garland.

ST. LOUIS SOUTHWESTERN.—Redmond J. Kinsella, assistant freight traffic manager, Tyler, Tex., retired July 31, after almost 49 years of continuous service with that road.

SOUTHERN.—Robert A. Wharton appointed general manager transportation, Atlanta, Ga. **Jack B. Hilton,** superintendent, Georgia Division, Atlanta, appointed superintendent of terminals, Jacksonville, Fla. **Sidney E. Hawkins,** assistant superintendent, Eastern Division, Greensboro, N.C., succeeds Mr. Hilton. **James J. Seay,** trainmaster, Huntingburg, Ind., succeeds Mr. Hawkins.

Grady H. Corbin, assistant division storekeeper, Hayne, S.C., promoted to division storekeeper, Charlotte roadway storehouse, Charlotte, N.C.

UNION PACIFIC.—M. V. Hoffman, special representative in the mechanical department, and **W. A. Cosgrove,** personnel assistant to the general superintendent motive power and machinery, named assistants to general superintendent motive power and machinery, with headquarters in Omaha.

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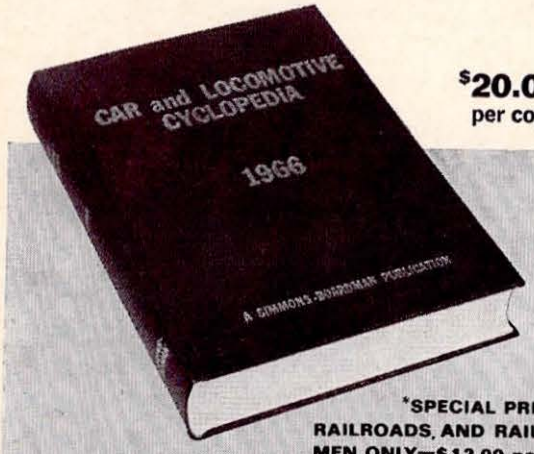

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VIEWPOINT

Pittsburgh pushes for transit R&D

The same group that started the annual Pittsburgh Conference on Urban Transportation is now working to establish a research and development center for transit in the Pittsburgh area.

They mean business: The Pittsburgh Urban Transit Council has already drawn up a budget, is in the market for an executive director to run the center, and expects to have something under way in the next few months—or even weeks.

Both the U.S. Department of Transportation and the State of Pennsylvania gave their blessings to the plan. Conversations with officials of both led to promises of support from the former, an informal commitment of $300,000 from the latter.

The move to put up such a center shows that the Pittsburgh people are serious when they speak of working to make their city the transit center of the country. But it is important for many more reasons.

The BART test program of two years ago in San Francisco served (a) to publicize technical advances in transit—automatic train control, automatic fare collection, and so on; (b) to assist in refining those technical advances; (c) to point the way to further technical work that can be done.

When the program at BART came to a close, Railway Age sounded out transit industry leaders about a proposal to continue the BART test program or something like it as a kind of national test track, either at BART or elsewhere. Responses were mixed: About half felt the BART test program had done its job, that such a test program would be expensive for operators to continue, and that individual transit properties differed too much in their characteristics to get much of general value out of such a program.

About a year later, Railway Age formally polled industry leaders on this issue. and found that attitudes had changed markedly. Speaking bluntly, this was partly because they found that officials of the Department of Housing and Urban Development are R&D-minded (some would say obsessed)—and there was a good chance to get plenty of federal support for such a program.

(As it happened, HUD's swan song before handing over the federal transit program to DOT was a $980 million proposal for an R&D center.)

TRANSLATING TALK INTO ACTION

Aside from that, however, there was new recognition of the valuable role the AAR's R&D center played in main-line railroading, and an admission that much more needs to be done in transit's own technical aspects. Just to give two examples, one system general manager has been harping for years on problems of wheel shelling; another complains of lack of uniform car specifications to bring down unit costs of vehicles. That list could easily be extended.

The Institute for Rapid Transit has supported the test track idea, and DOT likes it too. The Pittsburgh group deserves congratulations for *doing something*, instead of joining the army of people at transit meetings who just talk.

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